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Volume 18 DETROIT, MICHIGAN, JUNE 6, 1944 No. 23

THE STRUCTURE AND THE LIFE OF A CITY POST-WAR PLANS FOR TORONTO

By E. G. Faludi, Consultant to the City Planning Board, Toronto, Ontario, Canada

A talk before the Detroit Chapter, A.I.A., May 23, 1944

In the Art Gallery of Toronto a new exhibition subject has been introduced—planning. Planning for the Post-war world for the soldiers and industrial workers who will seek jobs, and planning for all the people a better city. Planning that will mean new conveniences, safety and health to citizens and their children. Planning for Toronto in response to the request made by the City Council to the City Planning Board.

The exhibition is divided into three parts—The Past, The Present and The Future. For the first time in the history of town planning in Canada, the past of the city has been analyzed and broken down from the point of view of its geographical conception, and both the urban development and its relation to social conditions.

Dr. Faludi

From the founding of the nucleus of Toronto in 1793 until 1943, 150 years are covered, divided into five stages.

For every stage, maps and pictures show how the town looked, the extent of the built up area, the housing conditions, the industrial areas, the recreational facilities and the means of transportation, and diagrams indicating population movements and densities, economic and business developments, etc.

The second part of the exhibition deals with the present conditions, giving a comprehensive analysis of housing, recreational, industrial, and circulation needs.

From all this data and material, the City Planning Board of Toronto was able to determine the remedies the city will need in the next three decades. The basic assumption is that the present population of the metropolitan area, which is 900,000 will, in the next thirty years, grow to 1,500,000. The question now is, where these additional people will live and where the present population will find a better way of living and working.

The Master Plan of Post-War Toronto is conceived on the theory that the present political boundaries of the city bear no relation to the social and economic life of the people living in the city and in the adjacent municipalities. Since in a planning sense, political boundaries have no significance, the proposed plan applies to and encompasses the whole of the future built up area in the next thirty years. Of this area Toronto is and will be the center and the most important part. It was also apparent that since the city is, built, up, the future growth must be located in the vacant lands of adjacent suburbs, but any large

See FALUDI—Page 4

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WEDNESDAY-THURSDAY JUNE 7-8
Luise Rainer - Paul Lucas . . . "HOSTAGES"
FRIDAY-SATURDAY JUNE 9-10
Dorothy Lamour - Dick Powell . . . "RIDING HIGH"
SUNDAY-MONDAY-TUESDAY JUNE 11-12-13
Orson Welles - Joan Fountaine . . . "JANE EYRE"

FOX THEATRE
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MEETING
DETROIT CHAPTER, A.I.A.
Tuesday, June 13 — Dinner at 6:30 P.M. Promptly
(Board Meets at 4:00 P.M.)
E.S.D., 100 FARNSWORTH AVE., DETROIT, MICHIGAN

SPEAKER—None. This is to be the last meeting of the season and will be an open forum for members. President Kapp invites you to come and let us hear what you think. Other meetings have had important speakers and little opportunity was had for discussion of Chapter matters in general. So, write in your suggested topics and then follow them up by attending and vox popping all over the place. This should make for a most interesting meeting.

IMPORTANT
MUST Have Your Reservation Card by 10:00 A.M. MONDAY, JUNE 12

That is, if you expect us to provide a place for you at dinner. Otherwise, we cannot have any assurance that you can be taken care of, even in the main dining room.

Owing to present-day conditions, of which you are aware, we MUST make reservations for a definite number, IN ADVANCE, we guarantee that number and the management sets up for ten per cent more. This total cannot be exceeded, by even one person.

The Chapter goes to the expense of mailing to all members return post cards, and subsidizes the dinner to the extent of one dollar per member ($2.25 dinner for $1.25), and yet, for the last dinner thirteen cards were received on the day of the dinner (24 hours too late), and some members came to the dinner without reservations. This causes confusion and does not make a good impression on our guests, or even on our own members.

The Chapter has grown so recently that a new system of reservations and collection has become necessary. Formerly we just guessed at the number (and not so badly), then collected at the tables. With the post card system we sell tickets at the door, and only to those whose names appear on a reservation list. At the last meeting there was some congestion and delay. This will be remedied by starting the sale of tickets earlier and taking care of members as they arrive—then starting dinner promptly at the scheduled time.

Your cooperation will be appreciated.

STATE BOARD TO HOLD ARCHITECT, ENGINEER AND SURVEYOR EXAMS IN JUNE

The Michigan State Board of Registration for Architects, Professional Engineers and Land Surveyors announces its next examinations to be held on June 22, 23, and 24. Applications should be filed immediately.

The architectural and surveying sessions will be of the same tenure as in the past. The professional engineers' examination is the new form first given last December. In line with the pace set by New York, Washington, D. C., and Ohio, with their statutory "engineers in training," Michigan has adopted a similar, although not as restrictive, examination system. More emphasis is placed now on determining the applicant's professional ability, but this only after a showing of his knowledge of fundamental engineering principles.

The first of three days comprises a written examination, covering this latter phase, and is comparable to that given for the "engineers in training." At the discretion of the Board, this may be waived if the applicant's record demonstrates a satisfactory engineering foundation acquired by professional education and experience. The second day is devoted to professional engineering questions applicable to all classifications; and the third, to problems in the applicant's specialized field.

Applications for registration may be secured at the Board's office, 307 Transportation Building, Detroit.

BREINES RECEIVES BRUNNER SCHOLARSHIP

The Arnold W. Brunner Scholarship for 1944 has been awarded to Simon Breines, architect, of New York City, for his proposed project "City Living." Announcement of the award was made by Ralph Walker, acting as chairman of the education committee of the New York Chapter of the American Institute or Architects.

Through his project, "City Living," Mr. Breines plans, according to the announcement, "to acquaint the largest number of people with the concrete gains to be realized through planning, and to make the process and objectives of planning more intelligible to the public."

In 1932 Mr. Breines won one of the American prizes in the international competition for the Palace of the Soviets, and in 1937 he was invited, with Frank Lloyd Wright, to attend the Architects' Congress in Moscow. His firm, Pomerance & Breines, was American architect for the pavilions of Sweden, Yugoslavia and the Soviet Union at the New York World's Fair.

BUILDING CODES AS OBSTACLES TO HOUSING PROGRESS

From THE AMERICAN CITY, 1944

That the restrictive building codes in force in many cities and states are a major obstacle to housing progress is one of the findings of a special research staff of The Twentieth Century Fund, as reported in "American Housing: Problems and Prospects," published last month. The research was directed by Miles L. Colean; architect, who resigned as Assistant Administrator of the Federal Housing Administration to conduct the survey, and is now Vice-President of Starrett Brothers and Eken, of New York.

Preparing a proper building code involves three main problems, the study points out: "First, there is the difficulty of reconciling engineering and social ideas with economic realities. How 'fire-safe' can we afford to make our dwellings? How elaborate can we make our equipment requirements and still build low-priced houses? No matter how correct they may be technically, codes that raise costs to a point where only a few can pay for new housing defeat the objectives of proper public regulation. They simply result in the retention of quantities of substandard and old housing.

"The second code problem is that of wording the requirements for floors, walls, structural members, etc., so as not to exclude sound new building methods and materials. This can be solved affectively only by establishing performance requirements rather than specifications for the parts of a building—thus, not the thickness, and materials of a wall, but the wind load and live load it must provide for, the duration of fire it must resist, and so on.

"The third problem consists in providing for special local circumstances without hampering the operation of industry on a wider basis. Obviously, California must provide special bracing for earthquakes, Florida for hurricanes, and northern cities for heavy snow loads. Most of the justifiable local differences are limited, however, to a few important matters."

Edgar I. Williams, director of the A.I.A., New York District, visioned an era of unusual activity in the building industry immediately after the war, in a talk before members of the Institute's Central New York Chapter, in Rochester, on April 22.

"The field for architects will open up wide," he said, "and the Institute must take its part in helping the new architects that the larger field will demand."

FALUDI

(Continued from Page 1)

increase in the population of the whole area must also result in an intensive development within the boundaries of the city itself. The plan proposed is an attempt to co-ordinate the physical development of the metropolitan area as one geographic, economic and social unit.

The area planned and required to house and to provide for the economic, industrial, social and economic needs of the additional population according to modern standards and varying requirements, is roughly 100 square miles; this is 45 square miles more than the present built up area of 55 square miles. The additional 45 square mile area is planned so as to provide for the development of fairly well defined districts, each equipped with its own employment opportunities and other facilities for satisfactory living.

In arriving at the area required, the standard of density of the existing population must be considered in typical built up suburban areas. It is obvious that these new areas should form a complete unit contiguous to and beyond the boundary of the existing built up areas, a semi-circle with its center location on the geometrical center and with a radius of approximately nine miles roughly, encompassing this new area.

A new feature has been emphasized in the plans of Toronto, and that is the creation of an agricultural belt around the future city. Great damage has been done to many cities by the sub-division and sale of land beyond any predictable need. Instead of a peaceful and prosperous country-side where farm products and market crops are raised, where forest and scenic features can offer recreation for millions of people, the citizens find themselves surrounded by a no-man's land, little better than a dessert of weeds. Ways and means must be found to prevent indiscriminate, unplanned and unwarranted sub-division of farm land, together with the required amount for schools, roads, pavements and all other city and public services. Even when the actual sub-division has not taken place, all land lying within reasonable reach of the city receives a speculative value on the chance that development may come its way even if little of it may be needed in any predictable time. In the hands of persons holding it for high prices, its real agricultural usefulness disappears because the yearly tenant has little interest in its maintenance; therefore, the conservation of a broad belt of agricultural land has been planned beyond the boundaries of the metropolitan area to serve as a barrier for irrational and unnecessary urban development. This agricultural belt surrounding the metropolitan area is one of the most interesting features of the plan. It should in general have a width of several miles, having due regard to existing and organized communities. It should be permanently retained for agricultural use only.

In planning undeveloped portions of the metropolitan area, the opportunity ixists, of working out in advance, of development, a modern street pattern for full provision for the safety and convenience of the people. Planning however, includes more than the layout of streets. It deals also with the uses of land to be served by the streets, on the principle that the new areas should be developed largely as neighborhoods focused around the school. Provision is made also for shopping centers, cultural and recreational facilities as well as housing.

Adjacent to these neighborhoods or within easy reach, suitable land should be set aside for industrial use.

This conception of groups of neighborhoods with an additional space for industrial development which will provide a place for the worker in which he may earn his living and yet not be too far away from home, is a revolutionary change from previously conceived ideas in Canada.

Until today, it has always been considered that our workers may live in the suburbs but should travel long hours to work in the city.

The street system of the city of Toronto may be described as an irregular gridiron pattern of 66 foot streets which are quite inadequate to handle the present traffic requirements and which will become more so as time goes on. Practically all of the main streets are required to carry street cars, and while certain of them have in the past been widened to increase their traffic capacity, their use for efficient traffic movement is very limited and often destroyed by the parking of vehicles along the curbs. After careful study of the records, it is estimated that the present street pattern was able to carry efficiently only 30% of the traffic in 1939 and because of additional population requirements and probable increase in automobile use, provision must be made for an increase in main line traffic during the next thirty years of from 70% to 100%.

The conclusion has been reached that the separation of individual and mass forms of transportation and the elimination of intersectional interference is necessary., The plan recommends a thirty year highway construction to provide a direct express connection between the city and provincial highway system, eliminating the points of heavy intersectional obstacles, fully graded and separated, with the provision for sufficient access points to connect with the existing street system.

The sluggish movement of fixed rail and free vehicles on rush hour traffic routes leads into and out of the confines of the center business area. It is a well known fact that we have too many intersections, that the loading and unloading of street cars causes too much delay and the streets are too narrow to permit the satisfactory movement of most traffic. All these things combine to prevent the operation of speedy and efficient transportation, so that a large part of the city's traffic is delayed moving in and out of the area. It is no use discussing the completing of pavements where the street cars delay the automobiles and vice versa. The problem of crowded street cars and massed automobiles, all driving at an overload speed of about six or seven miles per hour on the principal central thoroughfares, cannot be solved by the addition of more street cars on the same or even parallel routes. There is not enough street space available. Buses cannot be used as substitutes for street cars, as may be done in smaller cities, as the large number required, due to their smaller carrying capacity, would impose demands on street ways comparable to that vacated by the street cars. The conditions now experienced and the certainty that they will grow worse, demands some fundamental changes that will give direct relief to the masses of people who must rely on public transportation for their daily travel. It is evident that it is not the size of the city alone that decides and determines the need for changes, but the pattern of its street system and the geographic and topographic features that lead to bottle-necks and congestion, and at certain times verges on stagnation. The only solution is to build independent rights-of-way for mass transportation, beginning with the most congested routes and extending others as conditions warrant. These take the form of depressed or elevated rights-of-way or subways. This system would not only relieve mass transportation from the retarding effect of intersections and other traffic, but also greatly benefit other traffic to the extent to which the removal of the street cars increased.

It is a basic traffic engineering principle that a mixture of traffic of varying speeds and types on the same street is inefficient. A rapid transit system should be in the long run, the

cheapest and most efficient way of solving this problem.

As a system develops, its operation will further increase the fluidity of movement on downtown streets to the extent that people will park their cars at the rapid transit terminals or give up the daily use of their automobiles altogether in favor of the cheaper, equally fast and certainly less hazardous trip by rapid transit. In the city of Boston and in many other American cities, terminal parking facilities are an important adjunct of the rapid transit system.

In addition to the solutions of industrial, residential and circulation and transportation problems, one of the most fascinating items is the planning of a green belt around the city. The outer metropolitan areas providing for a future population of 450,000 are separated from the inner city already mostly built up, by a belt of green open space. Toronto possesses a priceless heritage in its magnificent ravines, some of which, with their main branches, clearly skirt much of the outer boundary of the present built up area. The people of the city have for many years flocked to these ravines for recreational purposes, showing how much they appreciate what remains of Toronto's original natural features. They continue to do so in spite of dumps, destruction of trees and the erection of ugly buildings. Many of Toronto's most valuable ravines show evidence of andalism. This damage is cumulative. A stop must be put to it at once, delay will be fatal.

It is suggested that as a first step towards the public acquisition, all the ravines should be zoned for agricultural or for park purposes only, the destruction of trees prohibited for all time and no dumping, grading or filling allowed. A conception of this green belt as a parkway with winding roads for slow speeds should be considered, attractive only to those people who wish to spend their leisure time in the ravine parts. Branching out from this green belt itself are a number of other ravines of different sizes and lengths which now form natural barriers between various sections of the urban area. As these ravines are mostly narrow, many of them still unspoiled, their acquisition as additions to Toronto's Park System is highly recommended. This green belt will act as a barrier between residential and industrial districts and also will break up residential parts of the city into well defined, separate neighborhoods and will also serve as open spaces for the people of the metropolitan area for both passive and active recreation. Their fortunate disposition makes possible the development of a park system so distributed as to give the greatest accessibility to all the citizens whether living within or without the green belt. In this park system should be found recreation for every age group for active or passive recreation.

In relation to planning(Toronto may be considered under three major aspects:

1. As a community where people live, work, and play.
2. As the capital of Ontario, the seat of the Government and a great cultural center.
3. As an industrial and commercial city, the center of production and distribution in Canada.

Social facts and the physical organization of the city show us that the center part of the city needs renewal. Neither the plan of the city nor the design and construction of its residential buildings have in the past been considered as accessories of a permanent urban community, but only as a means for the enrichment of the land speculators. This way of development cannot be satisfactory in the future for Toronto. The great objectives of the city and its functions require the regeneration of those areas of the city which do not satisfy the ways and means of living, production and distribution. After an exhaustive analysis, the City Planning Board indicated those areas, east, west and north of the city that should be redeveloped.

All the other areas have been considered for redevelopment in a way which will make them attractive and to retain within the city's boundaries those elements of the residential population who can pay taxes on an adequate scale. Obviously these objectives cannot be attained by individuals on their own resources, but only by the community as a whole. The practical job of demolition and replanning requires that all of the property be purchased by public agencies, presumably by municipalities aided financially by provincial and federal governments. The job of rebuilding is largely a matter for private enterprise; also public housing for the depressed economic classes should undoubtedly have a great role in such a program.

The Master Plan includes numerous proposals and recommendations that will decide the fate of Toronto in the post-war years:

1. Metropolitan Limits.
2. Agricultural Belt.
3. Draft Zoning By-Law.
4. Metropolitan Zoning.
5. Superhighway System.
6. Rapid Transit System.
7. Major Highways.
8. Arterial Streets.
9. Local Street Adjustments.
10. Pavement Widenings.
11. Street Amenities.
12. Inner Green Belt.
13. Recreational Facilities.
14. Residential Redevelopment Areas.
15. Public Housing Site.
16. Civic Center.
17. Parking Lots and Downtown Squares.
18. Legislation for implementing all these proposals.

The plans for Toronto have been prepared under the policy and guidance of the members of the City Planning Board, with the technical advice of experts, such as the members of the Advisory Technical Committee—A. E. K. Bunnell, Consulting Engineer; A. S. Mathers, Architect; H. B. Dunington-Grubb, Landscape Architect; S. R. Frost, Consulting Engineer; E. G. Faludi, City Planning Consultant. The plans were drawn under the direction of E. G Faludi with a group of young men and women, graduates of the University of Toronto or still students.

CHAPTER JUNE MEETING HEARS DR. FALUDI

Toronto Planning Consultant Closes Series of Lectures On City Planning

Bringing to a dramatic close the Detroit Chapter, A.I.A. lecture series for 1943-44, Dr. Eugenio G. Faludi, consultant to the Toronto, Ontario City Planning Board, held the intense interest of a capacity audience in the auditorium of The Engineering Society of Detroit, on the evening of May 23.

The lecture was preceded by a dinner meeting of 125 Chapter members and guests which, in turn, was proceded by the usual Chapter Board meeting at 4:00 p.m. Following dinner President William Edward Kapp reported briefly to members and introduced the following distinguished guests:

E. A. Baumgarth, Real Estate Editor, The Detroit News; Warren E. Bow, Superintendent, Detroit Public Schools; Edwin Connor, Executive Secretary, Citizen's Housing and Planning Council; Allen B. Crow, Executive Vice-President, Economic Club of Detroit; George F. Emery, Secretary-Planner, Detroit City Plan Commission; Herbert Gibson, Supervisor, City Planning Commission, Hartford, Conn.; Mr. Haluska, Detroit City Plan Commission; Jule Mead, Wayne County Road Commission; Mr. Reeder, FPHA; Glen C. Richards, Detroit Department of Public Works; Alexander C. Robinson III, Secretary, The American Institute of Architects; Arthur Schiefle, Huron-Clinton Metropolitan Authority; Milton

Selander, President, Detroit Real Estate Board; Harry Shuptrine, Wayne County Road Commission; Ed Thal, Detroit and Wayne County Building and Construction Council, and member Detroit Housing Commission; Edward M. Walker, Detroit City Plan Commission. The guest speaker, Dr. Faludi, was not introduced until the lecture. His brother, also a guest, was, however, introduced, as were three architects from Windsor, Ontario.

Secretary Robinson said that when the president of the Detroit Chapter telephoned an invitation for the secretary of the Institute to attend a Chapter meeting it was a MUST.

"The Institute is just on the way to becoming a really democratic organization," he said, "and Detroit and Michigan have shown the way. Again and again we referred to this at the recent Institute Board meeting. Shortly you will receive a complete report and questionnaire through the Institute's Bulletin."

The dinner meeting adjourned at 8:15 for Dr. Faludi's lecture in the small auditorium. Although he did not read his lecture, he did furnish us with his manuscript, which is published in this issue. Although he has been in this country but four years, his English is perfect and his delivery excellent. The number of questions indicated that the speaker had captured the interest of his listeners.

Answers brought out that Toronto hopes for a federal grant to rehabilitate at least some of its blighted areas, in order to inspire private enterprise; that the St.-Lawrence Waterway is looked upon as a most hopeful possibility, that architects are the world's worst salesmen and it is high time they overcome this weakness.

The speaker related how the Toronto Board of Trade organized a Citizens' Planning Council in order to obtain citizen participation and to promote public opinion of big and little people. This resulted in forums of discussion by every group in which they all spoke in favor of planning. And, as the Doctor concluded, "If everybody is in favor, who is there against it?"

Herman W. Pipp, of Ann Arbor, is the member marked "unidentified" on page 99 of the April 18 Bulletin. His daughter, Miss Marie Pipp writes, "Last week my father received the April 18 issue of the Weekly Bulletin and read and enjoyed it as he always does, more than words can tell. He came across the 'First Annual Banquet,' and identified his own picture on page 99." Mr. Pipp, now 72 years of age, is retired.

A CHART FOR CHANGING CITIES

"A Chart for Changing Cities," is the name of a useful pamphlet just published by the California Housing and Planning Association. It gives a progress report on urban redevelopment, reviewing the record to date and surveying future possibilities.

With its headquarters at 402 Jackson street, San Francisco, the Association's 1944 program is centered on the following major objectives:

"Enough war housing in California to meet the full needs of the Pacific offensive as they develop.

"Conversion to peacetime production of California's war industries (such as steel, light metals, rubber, ship and aircraft plants) as soon as their war use ceases, with emphasis on full employment and adequate housing for workers.

"Assistance in devising a practical program for the postwar transfer of demountable war housing to farming areas, as the first step toward an adequate rural housing program.

"Support for a large scale postwar program of slum clearance, redevelopment of blighted areas and city rebuilding, primarily by private enterprise, with public enterprise responsible for projects that are socially rather than financially profitable, such as parks, playgrounds, schools and low income family housing.

"Continuation of an educational program on the value of regional planning as an instrument for building the sort of livable, modern communities best suited to serve the social and economic needs of their inhabitants, with special emphasis on the Los Angeles, San Diego and San Francisco Bay metropolitan areas, and the San Joaquin and Sacramento Valleys."

A downtown Milwaukee free of any vehicular traffic except that of public conveyances and segregated from adjoining areas by a system of parking lots and parks has been proposed by Alfred Trenkamp, chairman of the city planning committee of the Milwaukee Real Estate board.

Trenkamp suggested the present downtown business area be confined in a smaller space.

Adjoining this area would be public parking lots and, next to them, parks, which, in some cases, might be only landscaped strips. Persons bound downtown would park their cars at the lots and never be more than one-half block from their destination.

Trenkamp said such segregation was necessary to prevent the spread of blight, and deterioration of property near the business district.

WINDOW HAS 30,000 PIECES

Believed to be the second largest church window in the nation is the newly installed western transept rose window in Blessed Sacrament Chapel at Sacred Heart Catholic church in Pittsburgh, Pa.

The 80-foot high window was designed by a Pittsburgher, George W. Sotter, and is second in size only to one in the Cathedral of St. John the Divine, New York City.

Built of 30,000 pieces of glass in every color forming a geometric pattern, the window has 95 diverse patterns carved into design from 358 separate pieces of stone. It is the first such large rose window in the history of the world without having paint added.

The church transept is enhanced by the great wheel of the rose, which is 24½ feet in diameter. Designing and building the window took two years of work, and two weeks were required for its installation . The cost has been estimated at between $25,000 and $30,000.

LINCOLN ROGERS

Lincoln Rogers, A.I.A., project engineer for the Federal Housing Authority in Chicago, died on May 4.

A nationally known architect and engineer, Mr. Rogers had served New York City, Chicago and Federal governments in some of the most extensive construction work accomplished in the last forty years.

Born in Topsham, Me., Mr. Rogers went to Brooklyn, N. Y., early in life and was educated at Boys High School, Pratt Institute School of Architecture, Columbia University School of Architecture and the Masqueray Atelier.

He was a member of the Brooklyn Chapter, The American Institute of Architects.

The annual spring meeting of the Connecticut Society for Architects was held jointly with that of the Connecticut Chapter of the American Institute of Architects in Hartford, April 13. All registered architects in the state had previously been invited to this meeting and approximately 60 attended, principally to discuss postwar as it affects the state and local communities, and also private construction.

The meeting of the Connecticut Chapter of the A.I.A. was presided over by C. Wellington Walker of Stratford, and that of the State Architects by J. Gerald Phelan of Bridgeport, president of the Connecticut Society of Architects.

The matter of assisting architects returning from service was also discussed, and a committee of architects is working on this so that returning architects will be provided every opportunity.

HOW TO READ

Editor's Note: A recent circular by Harper and Brothers quotes the following by C. H. McCloy. It first appeared in the Journal of Physical Education. And in Toledo, according to Time magazine, Norman O'Neil returned to the library a book six weeks overdue. The title—The Art of Rapid Reading.

Psychologists have recently contributed to the solution of the problem of helping us to read more rapidly and to better advantage. The following procedure has been found to produce very satisfactory results.

1. Learn to utilize small snatches of time. Carry a book or your latest professional magazine with you, and get into the habit of utilizing waste moments.

2. When you do have time at your disposal try to get into a good physical environment for reading; get a comfortable chair, a good reading light and a quiet place.

3. Relax as much as possible from all unnecessary tension and concentrate as much as possible upon your work.

4. As you read learn to eliminate all lip and throat movements. Learn to read so fast that your lips could not keep up.

5. Endeavor to read as rapidly as you can. Get the habit of reading at a pace so fast that you feel crowded. It has been found by experiment that one quickly learns to retain as much, reading at this pace, as one does reading more slowly. Get the habit of not looking back; go on, straight ahead.

6. If you watch the eyes of someone reading at an ordinary pace, you will find that they do not move smoothly across the page but make several jumps. This may vary in pace from fifteen jumps on the part of slow readers to a very small number of jumps—say from three to six. You need to learn to take in a long span of words at a glance. Do not let the eyes start at the beginning of the line but about half an inch to three quarters of an inch to the right. Learn to read newspaper lines with not more than three eye-jumps to the line.

7. As you swing the eyes across the line get a regular rhythm. Hold the page so that the line will be parallel to an axis running between the pupils and swing the eye backward and forward very rapidly in rhythmical movement. Learn not to pause.

8. Learn to read larger and larger chunks of material at a time. The man who will conscientiously practice this method of reading can learn to take in three or four lines at a time with one glance where the material is relatively unimportant and where it needs only to be skimmed.

9. Check mind-wandering at once. If you find yourself thinking of something else, stop and make a metal note of what your thoughts were. Doing this a courage the practice. Read, however, few times is humiliating enough to disonly so long as you can read efficiently; then stop and rest a moment.

10. After you have finished a reading, glance back over it again. Usually just running the eye down the column will suffice to bring the matter again to your mind and make it all clear. Try to see a whole paragraph at a time and get the gist of what is in it.

11. Nothing written above would suggest, of course, that you should read everything at this speed. A textbook on mathematical statistics will of necessity be read more slowly, as you will have to stop and figure formulae. If you read poetry for pleasure you will want to take it slowly and will probably read it aloud. What is referred to here is ordinary professional reading of books and journals of the kind that is generally continuous and non-mathematical.

It is suggested that the busy executive first try to read ordinary solid reading matter for a month, and note the number of lines. Then practice this method of reading for a month. At the end of that time again read ten minutes of the same material, and note the improvement.

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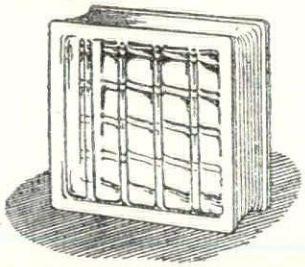

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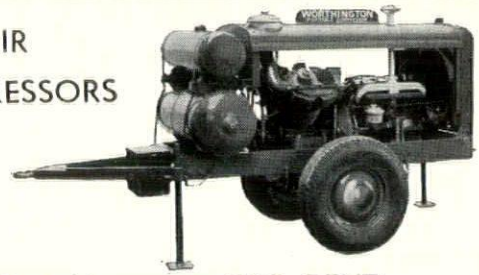

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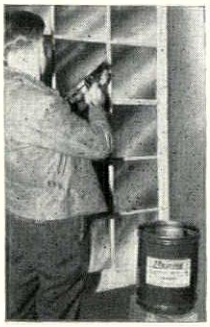

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WHAT DISCERNIBLE EFFECT WILL THE WAR HAVE UPON THE FINE ARTS?

By Roger Allen, President, Grand Rapids Chapter, A.I.A.
A talk before the Torch Club, of Grand Rapids

Inasmuch as I had a mere nine months notice that I was to prepare and deliver this paper, the hardship of my position is apparent. The first 8 months, three weeks and two days I devoted to fasting and prayer. The fasting was the result of our cocker spaniel having eaten one of our ration books; the prayer was that the Torch club would suddenly disband for the year on May 15th so I would not be obliged to give this talk.

This did not happen. Therefore I will now attack this difficult problem in the serene confidence that if I cannot prove what I am about to say, neither can anyone else disprove it, at least until the postwar period arrives, by which time the club may be too busy with other problems to pay any attention to me.

Let us begin with a definition. My set of the Encyclopedia Brittanica (which I now have nearly paid for) says that the fine arts consist of music, poetry and the drama, which are the dynamic arts, and the static arts, or architecture, sculpture and painting. If you have ever overheard a group of architects, painters and sculptors talking, you know where the "static" comes in.

Allen

What is the function of *all* the fine arts? According to the standard definition, the function of art is the creation of beauty. The delightful thing about a definition is that after you give one, then you have to set to and define the definition. If art is the creation of beauty, then what is beauty? This is where the baloon goes up. One generation's beauty is the next generation's laughing stock. Beauty changes from year to year and from decade to decade. Strictly speaking, beauty is a combination of qualities, such as shape, proportion, color in human face or form, or in other objects, that delights the sight. Delights whose sight and at what particular time in the world's history? A Ubangi chief may be convinced that no woman who lacks saucer-shaped lips can be beautiful, while an American of the same period may cynically consider that women have quite enough lip without improving on Nature.

One generation admires the engravings of Mr. Currier and Mr. Ives; the next generation consigns them to the attic. And then another curious thing happens; a succeeding generation rediscovers the works of Mr. Currier and Mr. Ives, calls them Americana, hauls them down out of the attic, dusts them off and the whole cycle starts all over again.

Nevertheless, certain principles of art and of beauty persist and are universally recognized. To come back now to the fine arts; I shall have to be excused from discussing music. For many years my deafness prevented me from hearing any music, unless I sat so close to the orchestra as practically to be in the drummer's lap, a course repulsive both to the drummer and myself. This would no longer be necessary, now that I have been wired for sound. However, although there is plenty of good music on the radio, I have little opportunity to listen to it, as I have two daughters. I could, if urged, give you quite a discussion of the relative merits of Harry James, the two Dorseys, Vaughn Monroe, and a little symphony group known as Spike Jones and His City Slickers, but I doubt if they come under the heading of the fine arts. I might make an exception of Mr. Harry James; he displayed enough appreciation of the truly beautiful in art to marry Betty Grable.

I have, I hope, some knowledge of poetry, a little less of the drama, at least 8½ tons of information about architecture, a considerable knowledge of painting and a highly skeptical knowledge of what passes for sculpture in our more refined circles. Accordingly, I will discuss these fine arts, and leave music to recover from my neglect as best it can.

If the war is to have any perceptible effect on poetry it is not yet apparent. Poetry, or even verse of a highly competent order, has been strangely lacking,

See ALLEN—Page 4

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MILWAUKEE SEEKS TO STOP DROP IN LAND VALUES

One of the principal reasons for the incorporation last week of the Milwaukee Metropolitan Plan association was the fact that in the 12 years following 1930 a loss of about $158,000,000 in assessed property values was sustained in the city of Milwaukee alone, says a statement by the State Association of Wisconsin Architects, one of the participating organizations.

"The decadence that this represents is largely the result of haphazard methods practiced in the layout and handling of property in the entire Milwaukee vicinity," said a prospectus published by the Plan association. "Further loss can and must be stopped. Methods of control must be initiated. Only the enlisted energy of every citizen will make this accomplishment a fact."

"Milwaukee with its metropolitan area has been allowed to grow in its own planless, headless way, like most American cities," said the prospectus. "All are having the same experience. Perhaps there is no other method. Civilization has been asked in one century to change from the days of the oxcart to the automobile, of the small shop to the large industry, of the city of 10,000 to that of 1,000,000. It is a herculean and in some respects an as yet unfinished task.

"In all probability Milwaukee has now largely reached its maturity. Were Greater Milwaukee an automobile, it would have to be scrapped—but one cannot scrap a city. Unlike an automobile, a city does not have to 'go.' It is the users that must do the 'going,' and they should be able to do so conveniently and speedily. Had officials and citizens been aware of this decadence, they would at least have tried, as they went along, to foresee needs, guide growth and correct blemishes, as is now the real function of 'planning departments.'

"Yet, through thought and foresight, it is still possible, if its citizens will, to make of Milwaukee and vicinity a new city, using most of the framework and machinery of the old. The first move should be an attempt to see the metropolitan city with new eyes, as if one had never seen it before—to try to discover what is sound and what is partly or wholly wrong.

"There are, for instance, the land uses of industry, of the region's transportation systems, the effectiveness and ineffectiveness of the major street system, and the conveniences and enemies of wholesome living. After such an examination, corrective measures can be set up to permit the most convenient utilization of these parts both separately and collectively. Convenience, however, must not entirely dominate a city's planning, for attractiveness, beauty and general interest must be provided to prevent the only too customary exodus from the city in quest of fresh air and living space."

REEDER TO BECOME CINCINNATI PLANNER

Sherwood L. Reeder, Detroit area director for the Federal Public Housing Authority, has confirmed his resignation, effective June 17, to accept the position of director of the Cincinnati City Planning Commission.

As head in the Detroit metropolitan area of the construction branch of the FPHA, Reeder supervised the erection of 23,000 units of war housing totaling approximately $85,000,000 in cost. Most of the construction is temporary, planned for demolition after the war.

Reeder's work included completion of the permanent Herman Gardens and Smith Homes projects, begun as low-cost developments of the former United States Housing Authority in co-operation with the Detroit Housing Commission. The commission has continued to serve as local agent for the Government, but all funds are now from Federal sources.

Other projects built under Reeder's supervision include 10,000 homes at Willow Run and war housing developments in Detroit, Wayne, Inkster, Ecorse, River Rouge, Center Line and southern Oakland County.

HOWARD DWIGHT SMITH, A.I.A., of Ohio State University, has been appointed architectural advisor to the Commission on Community War Memorials for Physical Fitness.

The group is hoping to promote in the minds of civic leaders throughout the country an interest in constructing memorials to provide greater facilities for physical fitness activities.

Mr. Smith has been interested in the designing and construction of physical fitness and recreational facilities in various parts of the country. In his new assignment he will be assisted by a group of outstanding architects from all parts of the country.

John B. Kelly, chairman of the Committee on Physiccal Fitness, recently said: "This voluntary service provided by Mr. Smith and his associates shows how we, as a nation, today are getting behind the movement for a stronger, healthier America. This patriotic effort will enable the commission on War Memorials for Physical Fitness to aid communities throughout the nation which are sponsoring and building war memorials that live."

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EISENHOWER TO USE SUPER-TRAILER

A "Shaef-Mobile," designed by Architect George Vernon Russell, will afford all the comforts of home for General Dwight Eisenhower when he starts touring the Western front. The architect for many lavish Hollywood bright spots has provided for the staff headquarters a two-unit caravan in bright metal, polished black linoleum floors, tinted pearl-grey walls, and green leather upholstered furniture.

Constructed by the Eighth air force repair depot from existing stocks and parts manufactured from depot material, the work was supervised by Raymond Cherry and Eduardo San Manigo of Los Angeles who, with Russell, are members of the Lockheed overseas organization. It consists of operations and living quarters and is hauled by a semi-tractor.

The operations van, 60 feet long, contains a conference table for General Eisenhower and his staff. Battle maps are found on recessed rollers and tucked into the ceiling. At one end a screen may be rolled down for the projection of reconnaissance films. A hidden safe is the cache for probably some of the most vital papers in this theater. Ample drawer and filing space is outlined by chrome.

The general's billeting van is divided into sleeping and eating quarters and a personal study office. The home comprises a bunk, kitchenet, shower and chemical lavatory.

Both units are windowless and are equipped with an air conditioning system. There is a portable power unit, radio equipment and outlets for telephones.

ALLEN (Continued from Page 1)

in contrast to World War I. That earlier war produced poets who, if not of the very first class, were still very high in the second class. This war has produced no Seegers, no Brookes, no Sassoons; no poem that has caught the public imagination as did Major MacRae's "In Flanders Field." And no verse produced during this war even begins to express the feeling of the world's sorrow at the loss of so many men, dead in their youth, as the four lines of the late A. E. Housman's "Epitaph for a Soldier Who Died Young."

"Here dead lie we because we did not choose
To live and shame the land from which we sprung.
Life, to be sure, is nothing much to lose—
But young men think it is, and we were young."

Nor has this war produced any such minor masterpiece of sardonic humor as the verses by John Betjeman recently included by so acute a critic as W. Somerset Maugham in his "Introduction to Modern British and American Literature." "Betjeman," says Maugham, "is an architect by profession and he has published only two small booklets. The absurdity, the iniquity if you like, of our civilization does not provoke him to bitterness but to a sardonic and devastating humor." This is his "In Westminster Abbey":

Let me take this other glove off
As the vox humana swells,
And the beauteous fields of Eden
Bask beneath the Abbey bells.
Here, where England's statesmen lie,
Listen to a lady's cry.

Gracious Lord, oh bomb the Germans.
Spare their women for Thy Sake,
And if that is not too easy
We will pardon Thy Mistake.
But gracious Lord, whate'er may be
Don't let anyone bomb me.

Keep our Empire undismembered,
Guide our forces by Thy Hand,
Gallant blacks from far Jamaica,
Honduras and Togoland;
Protect them, Lord, in all their fights,
And even more, protect the whites.

Think of what our nation stands for,
Books from Boots,' and country lanes,
Free speech, free passes, class distinction,
Democracy and proper drains,
Lord, put beneath Thy special care
One-eighty-nine Cadogan Square.

I will labour for Thy Kingdom,
Help our lads to win the war,
Send white feathers to the cowards,
Join the Women's Army Corps,
Then wash the steps around Thy Throne
In the Eternal Safety Zone.

Now I feel a little better,
What a treat to hear Thy Word,
Where the bones of leading statesmen
Have so often been interr'd.
And now, dear Lord, I cannot wait,
Because I have a luncheon date.

It may be that the war will produce new poets; we can only admit that none such has yet come forward. I have read hundreds of verses in the papers and magazines published by and for the armed services without being rewarded by discovering anything remotely resembling good poetry. Some of it is technically very good, and the humorous verse is of a remarkably high order, but the serious verse is certainly not poetry of the best, or even the second best, class.

Some poetry by members of the armed forces is so bad as to challenge the supremacy of the late Mrs. Julia Moore, the Sweet Singer of Michigan, whom Mark Twain held was the worst poet the world had ever produced. One poem, said to have been written by a private in New Guinea was sent to me for publication in my newspaper column; one verse of it will remain in my shuddering memory forever. It went—

In battle, when the bullets fly
About our arms or head
We never ever think of die
We think of home instead.

And so it seems to me that the effect of the war on poetry will be a secondary effect; the difinition of poetry that I like best is that "poetry is emotion, remembered in tranquility." The tranquility is as important as the emotion, and tranquility is hard to come by in a war as fast moving as the present conflict.

"Drama" as a classification of the fine arts includes writing of prose in all its forms. No doubt the effect of the war on plays will be, in the end, to produce plays of the type of "What Price Glory," or "Journey's End;" the immediate effect, at the war's end, will be to foster escapism by means of plays as far removed as possible from any serious discussion of the war or postwar problems. In the field of the novel there is one trend already in full course; a tremendous interest in books of fiction based on a historical religious background. On the best-seller lists today are "The Robe," a novel based on the life of Christ, and "The Apostle," by Sholem Asch, a life of the Apostle Paul, and within a few weeks another book of that character is certain to reach the best-seller list; I mean "Blessed Are the Meek," a fictionalized life of St. Francis of Assissi.

Another book with a religious background was on the best seller list for months and is still selling strongly; "The Song of Bernadette." And even as skeptical and agnostic-minded an author as W. Somerset Maugham has produced a novel, "The Razor's Edge," devoted to the search of a young veteran of the first World War for religious peace.

One effect of the war on writing will, I think, persist after the war. This is incomparably the best reported war in history; not only in the field of day to day reporting but in such books as "Paris Underground," by Etta Shiber; "Here Is Your War," by Ernest Pyle, and "The Battle is the Pay-Off," by Ralph Ingersoll. As a recent writer in Harper's magazine has said, "Our present-day journalists are revealing the American personality of this time far more convincingly than our present-day novelists, who, whether they know it or not, are forcing human character into stereotypes. The soldiers who appear in Ernie Pyle's 'Here Is Your War' live and flower in our imaginations long after most of the characters in recent fiction vanish back into air."

After every previous war there has been a long period in which little of permanent value about war has been written. The best books about the Civil War have been written within the last twenty years. Of the First World War there is still no general history worth owning. Perhaps it is a fact that the true historical perspective cannot be attained in less than a generation after the end of a world conflict, but it seems to me that this war will be followed almost immediately by a flood of accurate and colorful factual reporting that has been lacking in previous times. And it is on just such accurate and factural reporting that the future definitive histories will be based.

And now we come to architecture, sculpture and painting. Let me begin with a quotation from the "Talk of the Town" section of "The New Yorker" magazine:

> "It is not necessary to read a lot of visionary guff or study a bookful of prophetic drawings in order to imagine the postwar world. All you need to do is remember two things: (1) In the postwar world, everything, absolutely everything—a bed, a baby's crib, a piano, a motorcycle, a marignated herring, a coffin—will look like a juke box, in so far as it will be made of plastics, chromium, and other novelties; and (2) everything, including those articles which are not going anywhere and which consequently will

meet no wind resistance, will be streamlined. This will be especially true of articles whose immobility is among their principal virtues, such as bathtubs and seismographs.

This somber prophecy is all too likely to come true.

A study of the architectural journals might convince a layman that the house of the future is to be a structure strongly resembling a demounted caboose. Arranged in rows, these structures would give any neighborhood a striking resemblance to a switch yard, and the purchaser of one of them would be hard put to it to tell if he was a home owner or merely a brakeman.

The big talking point for these houses, of course, is that they are mass-produced and pre-fabricated and hence inexpensive. Since they eliminate the necessity for employing an architect, the constant plugging of pre-fabrication by the architectural journals, as I once pointed out in a professional journal, is very much as if a magazine circulated exclusively among barbers devoted most of its editorial space to long articles explaining to one and all how to cut your own hair. These articles might be intensely interesting but conceivably their effect might be to cause the barber-subscribers to lose interest in the future success of the magazine.

The explanation of all this, I think, is fairly simple. Architectural journals are purchased by architects primarily for the purpose of looking at the pictures contained therein; the photographs, that is, of new buildings of every type. During wartime there are few new buildings built, and consequently few photographs of new buildings available. This leaves the editor of an architectural journal with a lot of space to fill, and he hastens to fill it with his own reflections and conclusions. These reflections and conclusions would be valuable to the reader only if the editor was as bright or brighter than the reader but in the case of architectural journals this is not always the case.

Prefabricated housing is an attempt to provide shelter for low income groups at a price they can afford to pay. The designer visualizes an average family and attempts to provide in a minimum of space and at a minimum of cost, a maximum of utility and living capacity. This is a laudable aim, and its achievement would bring great boons in its wake. So would the discovery of perpetual motion.

The "gimmick," as we say in the circus business, is that word "average." In a long lifetime devoted to the enraptured contemplation of my fellow men, and women, I have never met an "average" family, or one that would admit its averageness. This is quite understandable; the average family, for instance, has 2.4 children. You personally would hardly care to admit, would you, that you have .4 of a child running around your premises, prefabricated or otherwise? Nor would you, I think, care to assume that there is anything average about you, your wife, your children, your ox or your ass, your maid-servant, if any, your cocker spaniel or your views on liquor, politics or the Brooklyn Dodgers.

This being so, what leads these happy planners to believe there is a vast potential market of customers yearning to purchase one of a long row of identical houses, any one of which looks like a little number thought up for the Baltimore and Ohio railroad?

And the little matter of cost; before the war, the housing planners were cudgeling their brains for a way to build a $5,000 house for $2,500. This will be changed in the postwar world. Unless I am further wrong than usual, in the postwar world the big problem will be to build a $5,000 house for $5,000.

All building prices, in the postwar world, will be on a higher level than before the war. So will wages and salaries advance in the same ratio as building costs, then there will be no difficulty. You can readily solve this little equation for yourself; if your postwar income will be maintained at a level approximately one-third higher than your 1940 level, then you can afford a new postwar house of the same price class that you could have afforded in 1940. But the members of this club are not the people whose housing, in the pre-war days, presented any particular problem. You are not in the low-income group. The members of that group could not, in 1940, afford housing that met even a minimum standard; only time will tell if their annual income can be maintained at a point that will permit them to buy housing constructed at a higher cost level.

Postwar architecture will use new materials and new methods; there will be a simplification and a standardization of material sizes, that will save thousands of hours of time and millions of dollars. The basic principles of design will not change radically; clients who like functional architecture will buy it, and those who don't, won't. This conclusion is not concurred in by the planners of the future, whose professional experience has generally been confined to designing those angular buildings that give the impression of being all elbows; it is, however, concurred in by the architects who are going to do 90 per cent of the post war planning.

I think the postwar world will see a lot of houses designed along the lines of the solar house, such as those done by George Fred Keck of Chicago, a good example of a new and sound approach to house designing. Such houses are really new and, for my money, the best possible evidence of how much a skilled designer can bring to the solution of a difficult problem. They are miles removed from the tedious uniformity of the pre-fabricated house; they make use of sunlight to improve both the lighting and the heating of the small house, and they are bound to have a far-reaching influence on tomorrow's houses. I can say this with the more assurance because I know that women like the basic idea of the solar house, and what women like is what, in the long run, we get in housing.

I could carry on with the subject of architecture for a good many hours yet, but I will have mercy and pass on, shuddering, to the subject of sculpture.

Sculpture is the one art in which there is positively no middle ground. Sculpture is either perfect or painful. either a sculptor is a genius or he is a person dangerous to the community. He is dangerous to the community because his work is so durable. You don't have to look at paintings you dislike; books that meet with your disapproval remain unread or go to the scrap pile; even buildings whose design offends you may burn down, but a statue placed in a public street is there to remain.

We commemorate our heroes by erecting statues. We would be showing more honor to them by taking down and burying most of the statues we have. Any sensitive person must shudder at what is about to befall the United States right after the war ends. Some of the most awful sculpture ever seen by mortal eyes is going to be produced by persons alleging they are sculptors, whereas they are merely monument-cutters with delusions of grandeur. We have managed, at long last, to dispense with monuments in our newer cemeteries; it is too bad we cannot dispense with them on our public streets and in our parks.

There is the possibility that the war will produce another Rodin, another Saint-Gaudens, another Lee Lawrie or Carl Milles, but I doubt it. It is much more likely to produce men who will set to and produce the modern equivalent of the zinc monstrosity in Monument Square. Formerly this sheet metal masterpiece had an added attraction; those cupids were connected up with the water supply so that jets of water came out of their mouths. This

Concluded on Next Page

ALLEN (Continued from Page 5)

caused one old Civil War veteran to remark sourly that the statue looked like an advertisement for a patent emetic.

Symbolic sculpture has always fascinated me, in a gruesome sort of way. I never figured out why a marble lady with an unusual bust development should represent Balboa discovering the Pacific, but so it is.

If it is absolutely necessary for me to make a prediction about postwar sculpture, it would take the form of a warning that you will probably walk quite a few blocks out of your way to miss seeing most of it.

Of all the fine arts, I think painting is today in the most flourishing condition. Painting is the beneficiary of improved methods of circulation and reproduction. When "Life" magazine, for instance, devotes a section to color reproductions of painting by the American primitive school, the whole issue and several successive reprints are sold out almost overnight. People are interested in painting and in painters.

I think much of this interest can be traced back to the excellent job being done in our schools in art teaching. Of all the special subjects taught in the public schools, I think art is probably best handled. Some of the work turned out by children in the elementary and later elementary grades in Grand Rapids is almost unbelievably good. Children carry this feeling for picture making into their adult life and with it a realization of what the painter is aiming at.

I think after some centuries of struggling the American adult is beginning to realize that a painter is not necessarily aiming at representation. In other words, a painter does not sit down and attempt to do by hand what he could do faster and better with a Kodachrome camera; namely, paint an exact reproduction in line and color of his subject. What the painter is attempting is to produce his own interpretation of what he is looking at.

Children know this; only adults forget it. If a child draws a house that displays all four sides of the house at once, the perspective impossibility does not bother him. If you say, "That doesn't look like a house to me," he will reply, "It does to me" and keep right on drawing houses with all four sides showing. And he is right; he is under no contract with you to draw a house as your eyes see it; he is under a very strict compulsion, if he is a true artist, to interpret that house as it appears to him, in his own inward vision.

There is only one major crime in the art of painting; the crime of insincerity. To rebuke an artist because he paints the Thames river as a nocturne in gray is a dangerous procedure, as Ruskin found out when he attempted to tell Whistler how to paint. *But* if Whistler had painted the Thames as a study in orange although privately convinced it was really a nocturne in gray, then Ruskin would have had a legitimate complaint. When you look at Grant Woods "Spring Plowing" you are not seeing a colored photo of spring plowing as you recall it from your early days on a Michigan farm; you are seeing a product of the impact of a plowed field in Iowa on the mind and spirit of Grant Wood, put on canvas with astonishing technique. If you do not happen to care for Grant Wood's interpretation of that plowing, that is certainly your right, but you have no right to complain because his version of how a plowed field looks differs from Thomas Benton's, for instance. You might just as well complain because Mickey Mouse doesn't look like Dick Tracy. If Walt Disney drew Dick Tracy, he probably would resemble Mickey Mouse.

All this adds up to the fact that there is more tolerance today of an artist's right to his own interpretation. You may not like the modern American painters but you cannot deny that they are both modern and American. In the postwar world I think it will be evident that the effect of the war has been to stimulate painting rather than retard it, some of the official paintings of the armed services and the series of war paintings commissioned by Life are immensely good and the men who produced them will undoubtedly continue to improve after the war.

In conclusion, why all this hullabaloo about the effect of the war on the fine arts? Are the fine arts really important? They are among the most important things in the world, for the fine arts of a nation faithfully reflect the personality of that nation. Nations whose philosophy is beneath the contempt of any rational man produce examples of the fine arts from which any rational man must turn in disgust. What great novel or painting or sculpture or piece of architecture has been produced by Hitlerite Germany? None; but the work produced by artists who fled Hitler and found refuge in America reveal what splendid promise there might be for a free Germany. No artist can produce anything worth inspecting unless he first has something real to say; and no nation can produce any worthwhile art unless the heart and mind of that nation have left the mud and headed for the stars.

GOLDY A NEW SUBSCRIBER

Dear Tal:

The latest issue of the Weekly Bulletin just received and read, almost cover to cover (not quite time before class to complete reading).

For some time I have been receiving the Weekly Bulletin free; I do not know on what basis I am entitled to this as I am not in the armed service (73 being a bit above the age limit) and my only A.I.A. office is that of treasurer of the Centex Chapter.

Therefore, I am enclosing my check for $2—"Subscription price 50c per year (non-members $4). 10 cents per copy." If that means non-members of the Society I am paying for six months. If it means non-members of the Institute I am entitled to the 50c rate and I will be paid for four years! Probably I will not last that long! Enter it up as you see fit.

If that leaves a free copy available for some one else I suggest that it be transferred to Prof. Walter T. Rolfe, Chairman of the Institute's Committee on Education, who is doing a swell job. There have been many articles of such interest that I have turned my copy over to him after reading, after which it goes into our library for the students to see. Of course, I can keep on doing this.

Rolfe is editor of our mimeographed monthly publication known as THE PARAGRAPH of the Central Texas Chapter, A.I.A., and perhaps you would like to arrange an exchange of publications. It would be on the basis of four to one in number of issues, and I will let you determine of value on the basis of contents, after you have seen a copy! —Cordially, Goldy.

Goldwin Goldsmith,
Dept. of Architecture
University of Texas.

Editor's Note: Let's say that it means non-members of the architectural profession—and You're stuck with a four-year subscription. I receive THE PARAGRAPH regularly. Where do you think I get all of the good material?

GEORGE CALEB WRIGHT, president of the Indiana Chapter of the American Institute of Architects, told a postwar planning conference in Indianapolis that every community in the state should have a master plan for its future growth and development.

Wright spoke at the second day's session of the conference sponsored by the Indiana Economic Council.

He also advocated new taxation methods which would base taxable valuations largely on use rather than on unreliable expectancies.

ARCHITECTURAL LEAGUE OF NEW YORK at its dinner on April 20, awarded the Birch Burdette Long Memorial first prizes for architectural rendering to Hugh Ferriss and to Jules Guerin. Second prizes went to Perry Cook and John Wenrich. In sculpture: The Lindsey Morris Memorial Prize to Miss Gertrude K. Lathrop, the Mrs. Louis Bennett Prize to John Flanagan, the Henry O. Avery Prize to Robert Brothers and Henry Kreis. Plaster sketches: 1st prize, Harry Kreis; 2nd, Joseph P. Pollia. Small Sculpture for the Home: 1st, Miss Margaret Bressler Kane; 2nd, Albert Wein.

WILLIAM BUNKER TUBBY, retired architect, designer of many public buildings in Greenwich and Brooklyn, including the Municipal Hospital and Greenwich Library as well as the Pratt Institute Library, died May 9, at his home in Greenwich, Conn., after a long illness. He was in his 86th year.

He was a native of Des Moines, Iowa, but when a young boy had moved with his family to Brooklyn. He studied at the Brooklyn Polytechnic Institute and opened his office in New York City in 1883.

He was a member of the American Institute of Architects, Architectural League of New York City, the Greenwich Chamber of Commerce, Nantucket Society of Quakers and the Rembrandt Club of New York.

MINNESOTA CHAPTER, A.I.A., recently elected new officers: Dale R. McEnary, president; Robert G. Cerney, 1st vice-president; Harold Spitznagel, 2nd vice-president; Roy N. Thorshov, secretary; Rollin C. Chapin, treasurer. Directors are Arnold I. Raugland, Wilbur A. Backstrom, Wilbur H. Tusler and James A. Brunet. Territory includes Minnesota, North Dakota and South Dakota, with the exception of St. Paul, which has its own chapter.

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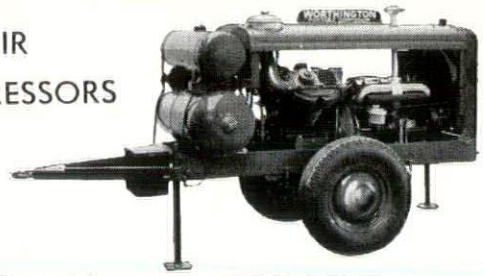

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Vol. 18 DETROIT, MICHIGAN, JUNE 20, 1944 No. 25

ARCHITECTS' CIVIC DESIGN GROUP OF THE DETROIT METROPOLITAN AREA

Most members of the architectural profession in this area are aware of the existence and the activity of the Architects' Civic Design Group. It was formed almost a year ago, out of the desire of a group of public spirited architects to make a definite contribution of its members' time and talents, in the interest of planning a future Detroit which will be a better place in which to live and work. Detroit Chapter of The American Institute of Architects and the Michigan Society of Architects considered the purpose of this group to be a worthy one, and gave evidence of their support by financial assistance.

The Architects' Civic Design Group has been engaged in an independent planning study of the Detroit metropolitan area, looking ahead for a period of fifty years, but designed so that the planning may be carried out in successive stages during that time. This planning study is proceeding in collaboration with the Cranbrook Academy of Art, under the able direction and leadership of Mr. Eliel Saarinen, assisted by Mr. J. Davidson Stephen. Much of the material for the use of the Group has been prepared at Cranbrook Academy, and the facilities of that school have been extended to the fullest in contributing to the progress of the work.

The Detroit City Plan Commission has offered and given its full cooperation, and has directed a representative to attend the Group meetings. In addition, it has made available to the Group all desired material in the form of maps, research data, and other important information.

The Executive Committee of the Architects' Civic Design Group has held frequent and regular meetings to formulate policies, chart the progress schedule, assign the project areas, prepare publicity material, arrange group meetings, and generally to conduct the affairs and the course of the work.

The Group has held regular meetings once a month, alternating between Cranbrook Academy and the Engineering Society of Detroit. The work has now progressed beyond the preliminary and diagrammatic stages, and the members have now advanced to the point where more detailed planning is in progress.

Practically all of the area within Detroit is now covered by the study, and in addition, many areas surrounding the city are embraced, in order to make the planning more comprehensive and co-ordinated. A few areas are still open for study by architects who wish to enter into this stimulating, refreshing and educational undertaking .

It is the opinion of the Group that architects rightfully should accept leadership in this kind of planning for their community. Here is a rare opportunity to become acquainted with the principles of town planning, also to make a much needed civic contribution, and to

See A.C.D.—Page 4

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THE JOURNAL OF THE AMERICAN SOCIETY OF ARCHITECTURAL HISTORIANS

This handsomely done, 64 page, mimeographed publication is edited by Mr. Turpin C. Banister, until recently of the Department of Architecture, Renssler Polytechnic Institute, Troy, N. Y. Mr. Bannister has just become head of the Architectural Department at Alabama Polytechnic Institute, at Auburn, Ala. (our alma mater).

Volume 4, No. 1, January, 1944, is a Special Issue on the History of City Planning. It is replete with subjects of interest to architects and planners. Included is the Report on Michigan Architecture, by Emil Lorch, as published in *The Weekly Bulletin* of April 25, 1944. A page is devoted to the Burnham motto, as follows:

THE BURNHAM MOTTO

Make no little plans, they have no magic to stir men's blood, and probably themselves will not be realized. Make big plans, aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever growing insistency. Remember that our sons and grandsons are going to do things that would stagger us. Let your watchword be order and your beacon beauty.

ORIGIN OF THE BURNHAM MOTTO

(Extract of a letter, written in 1940, by Daniel Hudson Burnham, Jr. to Dr. H. Paul Caemmerer, secretary of the Commission of Fine Arts. It is contributed by courtesy of Mrs. Marion Rawls Herzog, formerly assistant-in-charge of the Burnham Library of Architecture, of the Art Institute of Chicago).

"What my father said is all contained in the report of the London Town Planning Conference of 1910. As I remember it, Willis Polk, an architect who was my father's resident partner in San Francisco, assembled the quotation by picking out sentences from the 1910 London Town Planning Conference's published report and sent out Christmas cards in 1912 (after my father's death which occurred June 1, 1912) in the form quoted by Charles Moore in 'Daniel H. Burnham, architect, planner of cities.' (vol. 2, page 147)."

"I once checked the report . . . and found that here and there everything contained in the Polk quotation was accurately copied."

* * *

Mrs. Herzog writes that no copy of the original Christmas card has come to light, but that a magazine reproduction of it, showing the motto surrounded by a holly border, is in a scrapbook given to the Burnham Library.

In an article on "Problems in Restoring the Plan of Washington," by H. Paul Caemmerer, we read, among other interesting matter, the following:

The American Institute of Architects appointed a committee to confer with the Senate Committee on the District of Columbia, and that Committee appointed a Sub-Committee consisting of Senator James McMillan, Chairman, Senator J. H. Gallinger, Senator Thomas S. Martin, and Dr. Charles Moore serving as secretary to confer with the Committee of the Institute. They met on March 19, 1901. The Institute was represented by its President and Secretary and members of the legislative committee. At that meeting the needs of the National Capital were fully discussed and the appointment of a committee of artists was agreed to. The following, each of whom had rendered distinguished service at the World's Fair held in Chicago in 1893 were chosen: Daniel H. Burnham, architect; Frederick Law Olmsted, Jr., landscape architect; Charles F. McKim, architect; and Augustus Saint-Gaudens, sculptor. This group came to be known as the McMillan Park Commission of 1901. The Commission made a thorough study of the needs of the National Capital, visited a number of leading cities in Europe, and then decided, first, that the L'Enfant Plan of 1791 should be restored; and, second, that it should be adapted to the entire District of Columbia. They then employed numerous artists who portrayed the ideas and recommendations in the form of perspectives, plans, and other drawings. They were published by the McMillan Commission in a report entitled, "The Improvement of the Park System of the District of Columbia," (Senate Report No. 166, Fifty-Seventh Congress, 1902) edited by Charles Moore, while Clerk to the Senate Committee on the District of Columbia.

The McMillan Commission was confronted with two serious difficulties in carrying out L'Enfant's Mall Plan, namely, the removal of existing railroad tracks that crossed the Mall, and the removal of the Botanic Garden at the head of the Mall. The first of these seemed almost impossible, since Congress by an Act of February 12, 1901, had authorized the erection of a new railroad station on the Mall, but it proved to be the easier; the second had to wait twenty-five years.

Fortunately Mr. Burnham had received the commission from the Pennsylvania Railroad Company to design the new Station. It was while he and his fellow members of the McMillan Commission were in Europe that the issue came to a crisis, and it devolved upon Mr. Burnham to see President Alexander J. Cassatt of the Pennsylvania Railroad Company concerning this matter. The story is well told by Dr. Moore in his *Life and Times of Charles Follen McKim*, page 198. He wrote from personal experience, for the meeting took place while the McMillan Commission and Mr. Cassatt were in London. We quote:

"On a memorable evening Burnham went off to his interview with Mr. Cassatt, while his companions, reenforced by Mr. Henry White, Secretary of the American Embassy, waited in intense suspense. After a period so short in actual time that it seemed to presage defeat, Burnham reappeared. As he reported the conversation, Mr. Cassatt said: 'Since you gentlemen left the United States a community of interests between the Baltimore & Ohio and the Pennsylvania Railroads has been brought about. We are willing to build a Union Station north of the Capitol, provided Senator McMillan will secure from Congress an appropriation of a million and a half toward tunneling Capitol Hill to make the connection with the south."

"The report Burnham brought was so overwhelming, it opened up such unlimited possibilities, that the feeling was one of soberness—of joy, certainly, but of great responsibility. The good news was cabled to Senator McMillan for whom it meant another arduous campaign to win Congress to an approval of the new plans—and an appropriation. However, he proved to be no less elated than were the Commission; and he lived long enough to carry through the Union Station legislation."

Concerning the Botanic Garden, Dr. Moore had reported to the Senate Committee on the District of Columbia, on March 27, 1901:

"The reservation directly west of the Capitol grounds is occupied by the Botanical Gardens, which are under the general control of the Joint Committee on the Library. The immediate control is in the hands of a superintendent who is practically independent. The grounds are inclosed by a wall surmounted by a high iron fence, and

See A.S.A.H.—Page 5

FIFTEENTH ANNIVERSARY EXHIBITION IS LARGEST IN HISTORY OF MUSEUM OF MODERN ART

The largest exhibition in the history of the Museum of Modern Art was presented to the public last week when the Museum opened its fifteenth anniversary show *Art in Progress*. For the first time all departments of the Museum are represented simultaneously in a single exhibition. Filling the three gallery floors and spreading out into the sculpture garden, it includes sections on painting and sculpture, architecture, industrial design, dance and theatre design, photography, posters, films, circulating exhibitions, and art for young people. The exhibition will be on view throughout the summer, closing October 8. The Museum's sculpture garden, where luncheon and tea are served, was opened on May 24, at the Museum, 11 W. 53rd St., New York.

In the book *Art in Progress* which the Museum will publish simultaneously with the exhibition, the following statement appears in the foreword:

"To the best of its collective ability and the extent of its resources, by means of its collections, its exhibitions and its publications, the Museum of Modern Art endeavors to minister to the enjoyment of contemporary painting, sculpture, graphic art, architecture, industrial design, theatre and dance design, photography, and the films, and to be helpful to those whose task or pleasure it may be to study them. It does not propose to be the final arbiter of the relative importance and accomplishment of the various schools of thought about art, or the different conceptions of modern beauty. Neither is it a complacent repository of established values. It is rather a center of artistic life to indicate the inspiration of the vigorous protagonists of the living arts and to clarify the beliefs and sensibilities which animate them."

Forty-seven buildings and building groups selected by the Architecture Committee of the Museum as outstanding examples of recent American architecture will be shown by means of enlargements, plans, models and color slides in continuous projection. These represent the work of architects in many parts of the country and include buildings in fourteen states.

Of the exhibition, Built in U.S.A., 1932-44, Elizabeth Mock says:

"The modern architect has a broad view of the scope and social responsibilities of his profession, so that architecture becomes more than a matter of designing the shells of individual buildings. The architect deals with mechanical equipment, with furniture, textiles and utensils; he deals with the space around buildings and with the relationship of one building to another. The architectural process of rational analysis and creative synthesis carries over without break into design for the crafts and for industry, and into landscaping and city planning."

MORE GROUPS BACK NCHA

Washington, D.C.—On June 3 five more local groups joined those supporting the National Capital Housing Authority and its slum clearance work, as hearings before a Senate subcommittee headed by Senator Harold R. Burton (R., Ohio), continued.

Thomas H. Locraft, president of the District Chapter of the American Institute of Architects, told the Burton group that "instead of abolishing the NCHA and leaving the field clear to private builders, or vice-versa it might be better to try both methods of production simultaneously."

"In fairness to both, however, the rules of the game should be made to apply equally to the two methods," Locraft said. "If this were done, the results would not be a foregone conclusion. Both sides might have much to learn."

Locraft declared that the home builders association's suggestion that one means of lowering building costs was the elimination of architectural service had been "found to be a penny-wise and pound foolish procedure."

Others who testified in favor of continuance of NCHA were Benjamin C. March, executive secretary of the People's Lobby, Inc.; Miss Alice Padget of the American Association of Social Workers, District Chapter; Mrs. Anita Sufrin, representing the Washington League of Women Shoppers; and Rev. Millard F. Newman, of the Anacostia Citizens' Association.

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ARCHITECTS' CIVIC DESIGN

(Continued from Page 1)

assure for the architect the position of leadership in civic planning to which he is entitled by natural aptitude, education and experience. Here too is the approach to the understanding, on the part of the public, of the architects' capabilities and qualifications, and the important place which he occupies in the activity and the accomplishments of his community.

A great deal will be heard in the future months and years about the work of the Architects' Civic Design Group. The final exhibit of its work will be displayed prominently before the public. The eventual findings and determinations of the Group will exert a profound and powerful influence upon the planning of Detroit and the metropolitan area for many years to come. Other groups and organizations are aware of its potentialities and possibilities, and are looking forward to the publication and exhibition of the work.

As the scope of the work has been enlarged to include areas outside the city limits of Detroit, in order to complete the over-all planning on a metropolitan basis, an opportunity is provided for additional architects to contribute their talents and efforts to make the results of this planning more comprehensive and far reaching. It is an interesting and exciting adventure in creating a newer and better environment for the people of our community.

The Group will welcome additional members who wish to participate in this fascinating study. If any architect fears that he has not the time to undertake one of the study areas alone, he will find it equally interesting and profitable to join with others and work as a team, or he may engage to assist other members or teams on a part-time basis. The Executive Committee will gladly assist in making such arrangements.

The Committee extends an invitation to every architect in this area to join the Group, so that the work may be fully representative of the profession. Resolve to come to the next meeting, and in the meantime telephone Mr. Buford L. Pickens at Wayne University, who will give you further information, and who will arrange an assignment for you.

Executive Committee, A.C.D.

BOSTON ARCHITECTURAL CLUB is sponsor of an exhibition of 600 items in a community planning program, participated in by students of 40 schools in Maine, Massachusetts, Rhode Island and Connecticut, in conjunction with the New England Town Planning Association, of which William Roger Greeley, A.I.A., is president.

HISTORIANS

(Continued from Page 3)

they interrupt the driveway between the Mall and the Capitol grounds . . . "

The McMillan Commission in its report called attention to the fact that "On the western side of the Capitol grounds, where Pennsylvania Avenue and Maryland Avenue converge, the L'Enfant Plan shows 'a public walk through which carriages may ascend to the upper square of the Federal house'." Having restored the true north and south line of the Capitol grounds, the Commission proposed to treat the space occupied by the Botanic Garden as a broad thoroughfare, enriched with parterres of green, and forming an organic connection between the Capitol and the Mall. It was to be known as Union Square. The Commission recommended placing the Grant Memorial, which was then proposed, as "the chief decoration of the square." Some years later, it was decided to locate the Meade Memorial, the gift of the State of Pennsylvania, in Union Square. Finally, the relocation of the Botanic Garden south of Maryland Avenue was agreed to. In connection with the Act of Congress approved March 4, 1929 (45 Stat. p. 1694) to provide for enlarging the Capitol Grounds, authority was also given to develop the Mall area between the Capitol and the Washington Monument, thereby bringing to realization this vital part of the L'Enfant Plan after almost 150 years.

The Plan of the McMillan Commission to restore the Mall Axis of the L'Enfant plan came to a test in 1904 when it was proposed to locate the Department of Agriculture Building in such a way as to provide for a Mall only 600 feet in width, instead of 900 feet, between building lines. A Bill had been introduced in the Senate, No. 4845, by Senator Newlands, stating that no building shall be erected on the Mall of Washington, District of Columbia, within four hundred feet of a central line stretching from the center of the Dome of the Capitol to the center line of the Washington Monument.

An extensive Hearing was held on this Bill before the Senate Committee on the District of Columbia on March 12, 1904, at which all the members of the McMillan Commission, the chief officers of the American Institute of Architects, and many others were present. The Institute through its President, W. S. Eames, and Glenn Brown, Secretary, filed a letter of protest against encroachment on the Plan of the Mall, and in support of the Bill, stating in part,

"The original plan has been acknowledged in all quarters of the world as the best scheme devised for a dignified and artistic capital city. It is our duty to have it executed in such a manner as to make our national city the equal, if not the superior, of any of the capitals of Europe."

Continuing, they said, to encroach on the Plan of Washington in the manner proposed, "would surely prove to be a national and irreparable mistake." Mr. Burnham gave testimony at length on the work of the McMillan Commission, and regarding the central panel of the Mall said, "A 300-foot opening is necessary between the greatest monument in the world and one of the greatest domes in the world . . . "

With the help of President Theodore Roosevelt, the 1901 Plan was sustained. Also the Honorable Elihu Root, Secretary of War in the cabinet of President McKinley, Secretary of State in the Cabinet of President Theodore Roosevelt, and later a United States Senator from the State of New York, was a great champion of the Plan of 1901. He aimed "to drive down as many pegs as possible" towards its realization.

About this same period, legislation was enacted, approved April 28, 1904, providing for a Power House for Public Building, as follows:

"For the preparation, by the Superintendent of the Library Building and Grounds, of preliminary plans and estimates of cost for location, construction, and equipment of a power house with distributing mains for heat, steam, and electric power to the existing and projected Government buildings on the Mall and in the vicinity of the White House, Said Superintendent to report thereon in full to Congress at its next session, five thousand dollars."

This scheme developed into a great controversy over a period of years, since it was proposed to locate the Power House in proximity to the Washington Monument in such a way that the Monument would be seen through smokestacks. The American Institute of Architects, through Secretary Glenn Brown, protested violently against the scheme as did also The American Federation of Arts through its Secretary, Miss Leila Mechlin. Public sentiment finally caused abandonment of the scheme, and the power house was built elsewhere.

IRVING E. HORSEY has just been re-elected president of the Rochester (N.Y.) Society of Architects; Cyril T. Tucker, secretary; and Clifford S. Fairbanks, treasurer.

ALLEN NAMED ARCHITECT FOR SOLDIERS HOME

Roger Allen, president of the Grand Rapids Chapter, A.I.A., has been appointed architect by the state administrative board for the building program of the Michigan Soldiers home, on recommendation of the institution's board of managers, it was announced by Col. Walter J. Baker, commandant at the home.

The legislature has appropriated $613,000 for the improvement program and $220,000 additional has been approved. Allen will be in charge of the entire program.

The program provides for completion of the hospital addition, which was started when the army air force units were stationed in Grand Rapids. ,

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JAMES BLAIR WINS HARVARD SCHOLARSHIP

A year's scholarship to Harvard university's graduate school of architectural design is the latest honor to be won by James H. Blair, Jr., age 22, president of the U. of M. Student Branch of the Detroit Chapter, A.I.A.

The scholarship is valued at $1,200. Blair will study for the degree of master of architecture under Walter Gropins, noted architect.

He recently was elected to the University of Michigan chapter of Phi Kappa Phi, national honor society open to college seniors on the basis of scholarship, personality and service to their school.

Last spring he was elected to Tau Sigma Delta, international honorary fraternity for architecture and allied arts. He is also a member of Alpha Rho Chi, national architectural fraternity.

He was the first winner of Michigan university's Albert Kahn scholarship, open to students in architecture and engineering.

SECOND GOLF OUTING

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HOME OF FUTURE SETTING COMFORT BEYOND 'LOOKS'

Speakers at the fourth annual Institute of the Decorators' Club, New York, recently emphasized that comfort, not looks, will be sought for in the homes of the future.

Among the speakers were Jedd Reisner, New York architect; Harwell H. Harris, Los Angeles architect; Richardson Wright, editor in chief of House and Garden, and Mary D. Gillies, house furnishings editor of McCall's.

Mr. Wright warned that postwar changes in the home, from architecture to refrigerators, should not be expected to appear the day after hostilities end.

Both of the architects agreed that tomorrow's houses would be designed primarily to suit the personal living habits of the tenants. The architectural style of a house, in Mr. Reisner's opinion, should be secondary to comfort, ease of living and ease of maintenance. Any house designed with these qualities foremost in mind, he said, was "modern," whether constructed of wood, concrete or glass. The inside plan he considered more important than the outside design.

Mr. Reisner endorsed the practice of some contemporary architects who design complete interiors for their houses. Furniture, he held, should perform the same functional service as the house, instead of being "baggage brought in to fill up rooms." He predicted that the furniture of the future would be built on engineering principles to give the maximum of comfort, but deplored that most of the modern furniture so far produced lacked the softness and richness that some of the older pieces have.

Mr. Harris thought the shape of present-day houses was an indication of stagnancy of the personal side of living.

"Trying to live in these shells of the past," he said, "is only play-acting and altogether pitiable if done seriously."

The solution he offered was "to take present materials, and with them construct for each of us a personal world, built of real materials but tailored to each one's own dimensions a house built for living, each one on his own terms."

Miss Gillies reported on the results of a contest recently conducted by McCall's in which most of the entries expressed a preference for modern rather than traditional styles for every room in the house. The predominating reason given for this choice was "easy to keep clean."

ARTHUR C. HOLDEN of Holden, McLaughlin & Associates has been elected president of the New York chapter of The American Institute of Architects.

THE BRITISH MINISTRY OF INFORMATION has long been housed in a sturdy granite-block building which approximates a skyscraper in London. It represents an architect's disdain for local zoning rules in that he stacked 10 extra stories on his edifice, hoping the conservative British would rescind the regulation when it was finished. They didn't—nor would they let anybody occupy the top 10 floors, even with office space at its present premium.

The building suffered some small damage during the blitz. It is from this structure that news of the war is flowing today and will continue to flow during the invasion period and what's beyond.

* * *

MONS. JACQUES CARLU, former chief architect of France, is visiting American lumber production centers to study possible sources of supply for post war France and to learn methods of producing housing rapidly. He is being accompanied by John M. Liptak, A.I.A., of National Housing Corp., Dallas, Texas.

"France will have to import 75 per cent of her lumber after the war," Mons. Carlu said, "and I am studying the likelihood of the Pacific northwest forests producing some of it. The French will get some of their needs in hardwood from Africa, of course. We would like to be in a position to follow up invading armies and place dwellings that can be quickly assembled for use of the people made homeless by the destruction of war."

* * *

BAY STATE ARCHITECT is the new publication of the Massachusetts State Association of Architects, Inc., affiliated with the A.I.A., Timothy G. Keane, 93 Lonsdale St., Boston 24, one-time reporter and feature writer for *Boston Traveler*, is editor.

An item in Vol. 1, No. 2 states:

"Dean Walter MacCornack, A.I.A., vice-president, reports 90% of Michigan's architects are members of the State Association, and 78% of these are A.I.A. members. Also, in two years the Institute expects to have 7,500 members, or half the nation's total architects.

"On retirement from M.I.T., Dean MacCornack will remain in Boston to supervise a national program; to educate the public to the necessity of architectural service. A group of non-architectural private interests has underwritten the cost.

"Dean Joseph Hudnut of Harvard surveyed 55 architectural schools throughout the country and found about 1,000 students. Of these, one-third were not over eighteen years of age. Foreign countries contributed another third."

G.R. CHAPTER COMMITTEES

Roger Allen, president of the Grand Rapids Chapter, A.I.A., has announced committee appointments for the year 1944-45.

Two special committees have been discontinued; Unification and Civilian Defense.

The Committee on Public Relations has been enlarged to include one member in each of several geographical subdivisions.

Appointments to special committees of the Institute have been made as follows:

Louis E. Kingscott to the Dept. of Technical Services; Adrian N. Langius to succeed Roger Allen on the National Capitol Committee; Kenneth C. Welch to the Post-War Reconstruction Committee; and Harry L. Mead to the special APELSCOR Committee, with Emil G. Zillmer as alternate. Except for Mr. Langius to succeed Mr. Allen, all the appointments to special Committees of the Institute are reappointments.

Other Committees (first named as chairman) are as follows:

Membership—Emil G. Zillmer, Clarke E. Harris, Randall Wagner.

Practice and Registration—Louis C. Kingscott, Carl Kressbach, Edward E Valentine.

Construction Industry—Ralph E. Seeger, James K. Haveman, St. Clair Pardee.

Public Information—A. Alan Stewart, Homer Harper, John VadenBogert, Chris Steketee.

Public Relations—Raymond M. Stapert, Ralph B. Herrick, Derrick Hubert, S. Eugene Osgood, Ralph L. Bauer, E. E. Valentine.

Allied Arts—Victor E., Thebaud George R. Page, William A. Stone.

Civic Design—Adrian N. Langius, Clarence Rosa, Stanley G. Simpson, Warren S. Holmes, Clark R. Ackley.

Post-War Reconstruction — Kenneth C. Welch, John Schurko, Malcolm M. Williams, Herman J. Pratt.

University of Pennsylvania and Pennsylvania Academy of Fine Arts won all three prizes in the 18th annual competition of the Academy in Rome for students in architecture, painting and sculpture in art schools throughout the United States. The architects and landscape architects were students of the University and the painters and sculptors at the Academy. The problem was to design a municipal center for Appleton, Wis.

HAROLD D. DAVENPORT, A.I.A., of Lane, Davenport & Meyer, Detroit, is back at his office after an extended illness. Our gratification is expressed.

RESTRICK MOVES OFFICES

Offices of the Restrick Lumber Co. were moved last week into new quarters at their yard at 14400 Wyoming avenue, midway between Schoolcraft and Fenkell avenues. The former thatch-roofed office building, a familiar landmark at West Grand boulevard and Vinewood avenue, has been sold to the Lutheran High School Association to be opened as a high school next fall.

It was 60 years ago that Charles W. Restrick ventured into the retail lumber business at the West Grand boulevard address, with a one-eyed horse and a wobbly wagon as his delivery system. The Restrick Lumber Co. was incorporated in 1906 and following the founder's death in 1920, two sons, Robert C. and William C. Restrick, have developed the business.

The company also has an East Side mill and yard at 10000 French road, a little west of the City Airport.

HAHN & HAYES, of Toledo, architects for the Ashland, Ohio, school district library, have planned "the most effective library building functionally to be thus far produced in the United States." This appraisal was made by Dr. Joseph L. Wheeler of Baltimore, eminent authority on library buildings.

The firm was also architect for the Toledo Public Library.

KAHN TIPS is the name of a news bulletin published by the employees of Albert Kahn Associated Architects & Engineers, Inc., like Camels, "Packed to go Around the World." It is filled with interesting intimate items about Kahn personnel now in service, numbering over 100. Says (in part) an editorial by George H. Miehls in Vol. 1, Issue 3:

"Seriously, fellows and girls, the part we are playing in this war sinks into insignificance in comparison with what you are doing. I think it is magnificent the way in which most American boys and girls can acclimate themselves to conditions which are so foreign to their surroundings of just a few months ago."

The office's Fifth War Loan quota is $35,000, says The Bulletin.

* * *

GENERAL BRONZE CORP. (Wildrick & Miller Adv. Agency) is addressing a series of ads in architectural publications to architects planning post-war building projects.

* * *

G. A. BERLINGHOF, prominent Lincoln, Neb. architect, died on May 30. He had been a resident of Lincoln for 30 years and with his partner, Ellery Davis, had designed many schools and other public buildings in Nebraska, Iowa, Minnesota and other states. He had retired a few years ago.

G. WESLEY STICKLE, A.I.A., of Erie, Pa., nearly a year ago obtained a $5,400 verdict for his fee on a state hospital. Last week Judge Paul Rupp, of Dauphin County Court, overruled the verdict on the grounds that Stickle prepared plans in hopes a contract would follow. But, the judge added, none resulted and he had no claim.

* * *

WALTER O. HUDSON, secretary, Institute of Registered Architects, London, says, "It would take all of the 10,000 architects in private practice five years to prepare plans for reinstating the bomb-damaged buildings of London."

There is sure to be an immense amount of reconstruction work to be done throughout Europe after the war requiring many architects and others in the construction industry.

Very likely thousands of Americans, with ancestral roots in western and southern Europe, carried back by this military invasion, will want to stay there when the war is over and help rebuild the "old country." They will carry with them American ideas and methods. The resultant mingling of materials and ideas may work a marked change in Old World architecture, and housing in particular.

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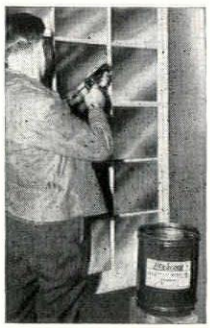

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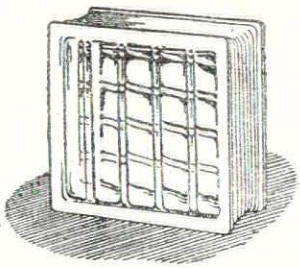

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THE ARCHITECT AND THE CITY— THE NEED FOR A DESIGNER

By RALPH WALKER, F.A.I.A.

A Talk at the Boston Architectural Club Seminar, April 6, 1944

Thoreau said: "If we have built castles in the air, your work need not be lost; that is where they should be. Now put the foundations under them."

The American architect has been most successful in planning of buildings. The middle class house, the office building, the hospital, are outstanding examples of convenience. Practically every comfort factor known to modern building has been developed under the leadership of American architects. One looks over the foreign press in vain for really good planning ideas related to building. Our results have always been simple and practical in operation, and are rarely biased by doctrinaire prejudices.

We architects, however, have been unjustly accused of being interested too much in beauty. I say unjustly because every city, including the one on which most thought has been lavished—Washington — is fundamentally an ugly city. Travel from one end of our country to the other and find, if you can, the little urban beauty which actually exists. The American architect, if he is to be judged by the appearance of our towns and cities, has failed miserably to create unity, good living conditions, or beauty. In comparison with the work of carpenters or builders in the early part of the 19th Century, and of that of the few gentlemen who then played at architecture, our profession, since it has had a formal training has not been able to do anything as lasting or as influential in the lives of the people of our time. While this indictment may seem harsh, no one may doubt its truth. And the mere fact that carpenters and builders of our day have also failed in ability and in taste does not remove from the architect the stigma of the failures which have been created by chaotic thinking—the often sought pretentious quality in building and city.

Mr. Walker

Mr. Walker, member of the firm of Voorhees, Walker, Foley & Smith, Architects, of 101 Park Ave., New York, N.Y., has recently returned from a study tour of English cities.
—Underwood & Underwood Photo

The influence of these factors has unfortunately influenced a large part of the work of our era, whether designed by architect, engineer, builder or individual. Here and there, of course, there have been men who have worked for beauty and for a larger civic order than apparent in one building, but taking it by and large the profession has not been very effective in designing our cities. The spasmodic attempts at large scale planning, resulting in long boulevards, English style parks (here a vain seeking for the return of a country life to the deserts of brick and stone which make up our urban centers), and the few half-finished civic centers left, always, the larger factors of community life unblessed and uncared for. Books and ideas which should have had a strong influence in our architectural thinking were not even translated into English—such as Camillo Sitte's book on "Town Building." During my training period, in the "teen-age" of the century, at no time were ideas like Ebeneser Howard's, concerning the decentralization of cities and the need of community planning, discussed. The architect-student well into the thirties thought of what was outside his building in terms of the "chichi" and the "entourage" as drawn in the problems published by the Beaux Arts in Paris. They were largely meaningless arrangements of lines and washes, and were not even good garden design.

It might be thought fair to say that under the circumstances of rapidly growing cities, many new as well as old, no one quite knew what urban living might mean. But on the other hand during this very period of intense growth there were people who

See WALKER—Page 4

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Sat., 11 P.M.—Fay Bainter, "Mrs. Wiggs of the Cabbage Patch"
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JUNE MEETING, DETROIT CHAPTER, A.I.A. OPEN FORUM FOR MEMBERS

Secretary Leinweber Presides

Questions of the day, of interest to the architectural profession, were discussed by 75 members of the Detroit Chapter of The American Institute of Architects at its last meeting of the season, in the Rackham building, on the evening of June 13.

President William Edward Kapp packed a great deal in a few words when he gave a resume of Chapter activities during the past year, giving much credit to the board and committees. He sketched a three-point program for the year ahead, naming study groups for Chapter members as number one. The second was continuation of civic activities and the third, further development of relations with the construction industry.

The main part of the program, that of discussion of questions submitted in writing by members, was presided over by Secretary Joseph W. Leinweber, and a swell job he did! A lively interest was shown, much of which indicated opposition to the growing tendency to socialize the practice of architecture by governmental bureaus.

Member Fernbach asked what the Chapter could do to encourage war memorials with useful purposes, rather than as monuments of the tombstone nature. It was brought out that Mr. Howard Dwight Smith, A.I.A., had recently been appointed as our regional representative on an Institute Committee for just this purpose. The matter was referred to the Chapter Board for possible action by its Committee on Civic Design.

The subject provoking the most interest and discussion was that of Detroit's post war planning program being done by City departments. The president read correspondence on this subject with Mayor Jeffries and Mr. Richards of the DPW, stating that Alvin E. Harley was chairman of a special committee which had been for some time and still is working on the matter. It was suggested that a hearing before the Common Council be requested, in case satisfactory answers are not obtained otherwise. This, in the form of a motion, was passed.

Buford L. Pickens asked if, in view of the Chapter's phenominal growth, it would not be desirable to inject new blood into committees and even in the board by including some of the younger men. It was agreed that this would be desirable if done gradually to train younger men while retaining those of mature judgment. Emil Lorch, F.A.I.A., spoke on this point, saying that the Chapter was extremely fortunate in having as its president a man of Mr. Kapp's caliber, who could make a good presentation before the mayor or any others, because of his maturity and standing.

George Schulz, A.I.A., of the Detroit Board of Education, asked if the A.I.A. fee system should be changed to one of lump sum instead of the percentage basis, stating that the FWA would not approve the percentage basis. It was believed that this was a matter for the national body of The A.I.A.

Public information came in for its share of discussion, and it was agreed that to get more about architecture into the schools would be most desirable. Miss Mabel Arbuckle, Director of Art Education in the Detroit Public Schools, has been most cooperative and it is believed that she would be amenable to any constructive suggestions for furthing this idea.

Another question by Buford Pickens was, "Are architects planners or just decorators?" This was pointed at the Detroit Board of Education and its system of completely planning school buildings before they are turned over to architects to put on elevations and complete the working drawings. He stated that Detroit has firms of architects that have distinguished themselves in the field of modern planning but that they are given no opportunity as far as the actual planning of Detroit schools is concerned.

At 11:00 p.m., when it was necessary to adjourn, many members expressed gratification of the opportunity offered by such a meeting and it seemed to be the consensus of opinion that about one-half of the Chapter's meetings should be of this nature.

ASSOCIATE MEMBERS, DETROIT CHAPTER, A.I.A.

Theodore Edward Anderson, George Frederick Andrews, Robert F. Arnold, Theodore Varney Bacon, Edward G. Bassett, Guy E. Berry, Louis J. Blume, Truman Fordyce Brenton.

Abram Byron Coryell, Gerald George Diehl, Guy Lane Dinges, Jr., Frederick Ehrman, Philip M. Eckman, Alfred C. Emmerling.

Helen L. Fassett, Harold Huston Gardner, George A. Golchert, Alex Gow.

Raymond E. Hardtke, Wilbert Carl Hepner, John T. Hilberg, Frederick James Horner, Walter K. Johnson, A. Charles Jones.

Russell Herbert Lee, Albert Grant Mounteer, Stephen Page, Ibsen Pivatelli, William J. Rosenberg.

Robert Sarota, James Slimmon, Fernie Harper Taylor, Jacob Jansma van der Ploeg, Grant Wesley Voorhees, Stanley A. Walker, J. Harvey West, Fred E. Wigen.

STUDENT ASSOCIATES

James H. Blair, Jr., Betsy Brown, Karl F. Krauss, Jr., Edwin L. Larson, Jr., Yoshizo Machida, Phillip B. Marcellus, Jr., Jean L. Misner, Alex S. Pawloff, Griffith J. Young.

S. A. IN ARMED SERVICES

John H. Bickel III, Gordon J. Bird, Suzanne L. Gorden, Willard A. Oberdick, Paul H. Van Wert.

Officers of the U. of M. Student Branch, Detroit Chapter, A.I.A., for the year 1944-45 are Miss Brown, President; Marcellus, Vice-President; Pawloff, Secretary and Krauss, Treasurer.

BUDGETS TO BLUEPRINTS is the title of a statistical summary (through March, 1944) of post war planning progress made in various states, issued by Engineering News Record and Construction Methods. Believing that this material will be of value to local committees, Mr. D. K. Este Fisher, Jr., Washington Representative of the A.I.A., has obtained reprints for those interested.

Meeting of MICHIGAN SOCIETY OF ARCHITECTS BOARD OF DIRECTORS AND JOINT COMMITTEE ON UNIFICATION

Hotel Olds, Lansing **Wednesday, June 28, 1944**

UNIFICATION COMMITTEE WILL MEET IN THE BROWN ROOM AT 11:00 A.M.
LUNCHEON 12:15 P.M. — BOARD MEETING 2:30 P.M.

Pere Marquette train leaves Detroit 8:35 A.M. Arrives Lansing 10:40 A.M. Returning, leaves Lansing 6:54 P.M. Arrives Detroit 8:50 P.M.

For the information of those who may want to make up a party and drive, those constituting the Board and the Committee are as follows:

Messrs. Allen, Black, Blakeslee, Ditchy, Frantz, Gamber, Goddeyne, Harley, Herman, Herrick, Hughes, Langius, Leinweber, Mead, Pellerin, Rindge, Seeger, Spence, Stirton, Thornton and Wagner. (Flanagan, Gabler and Palmer are away, in Service).

This is an important meeting and your president urges a full attendance. The Unification Committee has not had occasion to meet for a long time and much has happened requiring action.

WALKER

(Continued from Page 1)

had not only thought of planned communities but had actually built some of distinction. There were, for example, Port Sunlight, Bournville Village, and Letchworth, in England; and early in the century there had been mill towns in Rhode Island. Also here in America that great democratic philosopher, Thomas Jefferson, gave consideration of how town planning affected the health and living of city dwellers. His observations indicate an advanced point of view, or shall we say a thoroughly humane one. To quote: "In Europe . . . they can build their towns in a solid block with impunity but here . . . ventilation is indispensably necessary." Or again: "I have supposed it practical to prevent the generation of disease by building our cities on a more open plan. Take for instance the checker board for a plan, let the black squares only be building squares, the white ones left open in turf and trees. Every square of house will be surrounded by four open squares and every house will front an open square." About this time the Bloomsbury area in London was being designed on almost as open a scheme. In his notes to L'Enfant he wrote: "I should propose that no street be narrower than one hundred feet, with footways of fifteen feet. Where a street is long and level it might be one hundred and twenty feet wide. I should prefer squares of at least two hundred yards every way, which will be about eight acres each . . . I doubt much whether the obligation to build houses at a given distance from the street contributes to its beauty. It produces a disgusting monotony . . . In Paris it is forbidden to build a house beyond a given height, and it is admitted to be a good restriction. It keeps down the price of ground, keeps the houses low and convenient and the streets light and airy."

As one looks about the present condition of our cities—the few skyscrapers (none of which have been financially too successful), the large areas of blight covered either with obsolescent buildings of great age or with vacant lots black with cars (the new involuntary open spaces of the modern city), one realizes that the American people are learning at great present and future cost the fact that unless individuality is protected by laws which equalize opportunity to the whole community both individual and community suffer loss and final frustration.

The American city has rarely been planned by architect or a philosopher. It has been platted either by real estate developers or by the city engineer. The motifs of the former have been to get as many lots as possible into restricted space; the latter, when he has been in a supervisory position, has tended to make a drafting board pattern of gridiron streets continue over hill and dale regardless of any recognized concept of urban amenities. The surveyor and the lawyer, interested in the ease of selling and transferring property, have also been influential in developing the monotonous and uninteresting patterns we all live with in our cities. Under the guise of economy the engineer, the surveyor, the lawyer, have actually developed a use of land in a pattern both extravagant in road paving and dangerous to modern travel.

The American city has not lacked planners, in fact generally there are much too many. In every large city, there are plans being made separately by each of the city departments, their coordination depending upon an elected group of officials chosen for their blue eyes and vote-appeal rather than for any knowledge of municipal management or of city planning. So we have water systems, sewage systems, police districts, school districts, more lately health districts, parks and playgrounds, libraries, and so forth, all generally serving several and separate parts of the city with much overlapping and with little sense of either political or social order. Recently housing authorities have added to the confusion, aided by laws which insist on slum clearance without taking into consideration the needs of industry and transport. The appointed Planning Commission, too often a fact finding commission, is impotent in getting over either to the elected official or to the voter the need for planning or for making the city more salubrious than it is. The new planner, trained to make surveys and analyze past mistakes, is, unfortunately, very often a man lacking in the trained and disciplined imagination necessary to bring the heavy tomes of dust-gathering facts into active and creative life.

We do appreciate the complexity of modern living—the great sprawl of the city region—the millions who travel to and from work—many physical needs—all of which are satisfied with great technical competence; many of which, however, being in direct competition with the mental, social and spiritual needs of the people who use them. We have in contrast to the remarkable services of health and education found in every city a decentralizing force, largely social in its aspects, decanting the urban population away into the countryside. Henry Ford, in "My Life and Work" says:

"And finally, the overhead expense of living or doing business in the great cities is becoming so large as to be unbearable. It places so great a tax upon life that there is no surplus over to live on. The politicians have found it easy to borrow money, and they have borrowed to the limit. Within the last decade the expense of running every city in the country has tremendously increased. A good part of that expense is for interest upon money borrowed; the money has gone either into nonproductive brick, stone, and mortar, or into necessities of city life, such as water supplies and maintaining these works. The cost of keeping in order great masses of people and traffic, is greater than the advantages derived from community life. The modern city has been prodigal, it is today bankrupt, and tomorrow it will cease to be."

There is obviously a lack of coherence between our ability to construct for our physical needs and our understanding of how we truly want to live. There is where the quality of imagination in design is so urgently needed; because it is evident that we are no longer satisfacted in being competent in the individual for the still rather widespread misconception about planning is not only lack of imagination but *distrust* of imagination as something "vague," "not academic" and even "unpleasantly ambitious." It is, therefore, only too natural that the work of those who have to do the pioneering and to erect the scaffolding is unfavorably regarded and haughtily dismissed as "nebulous." But it is precisely imagination and a clear vision which are needed . . . It is a disciplined imagination, just as systematic as a scientific experiment and not deviating from the ultimate goal of the ideal plan.

The purpose to which the imagination is to be addressed is to the benefit of man—his shelter and his surroundings. We, in America, are normally dwellers in single family houses, and when really at home in our communities prefer to have something to say not only about our way of life but also who governs us, and what it may cost. In the smaller communities and cities there exists, although under difficult conditions, a fairly sizable group of citizens who are moving forces in those communities. Here the question of what it may cost has a large bearing on the attitudes of the community. That planning will cost large sums of money is all too evident, and as too many of us as citizens have but a tenuous affection for the city in which we live, in that it is a place where we merely earn a living and one in which rarely our grand-

parents lived or where we expect our grandchildren to be satisfied, the selfish question of the immediate cost is uppermost in regard to any change.

There is however, a condition which is growing in influence and it is that all of us hope for a longer life expectancy, so that the city may offer to many of us an opportunity of a living place for an equivalent of two of the generations of the long past. This being so, we can not be assured that we will not be affected by the terrible costs of non-planning.

It can not be stressed too much nor too often that the building of structures, highways, bridges, four leaf clovers, parks, goes on regardless of whether they are coordinately planned or not, and we may not now easily escape our problems by pushing them on to the future. The famous post war plan shelf now being accomplished in New York City is a good example of non-planning.

There has been a long persistent quality of pioneering in our habits which have tended to create a chaotic appearance in our cities, and a disregard for all aesthetic possibilities in urban living. If this continues to exist we may still have a very long time an ugly city civilization.

If we can come to think that the costs of non-planning are the equivalent or more than those of planning, we may then believe that because of the increasing length of a single generation, interest in the city is something worth having.

To quote Thoreau again: "The frontiers are not north, south, east, or west, but wherever a man faces a fact."

* * *

The need is for design; there is need for a study into the land use patterns which will make not only a healthy citizenry but also give savor to the roots of a true culture. The British Scientific Association recently stated as a "credo": "While only a century ago the village was an almost sufficient unit, today the world is our unit. To such a disturbing change of outlook and obligations we are not yet attuned and we must readjust our way of living, for only by the fullest and freest adaptation of ideas to new conditions can this readjustment be achieved. Intense mental effort and clear vision are now needed."

This attitude toward our future life has long seemed to me to be so much at variance with the facts that each time I hear it said—"We now live in a world shrunken to midget size," I wonder who the *we* are because the ability to grasp the world even shrunk to such a size is extremely limited in our every day world. I know of no one, except perhaps Eleanor, who has ever traveled over the shrunken world, and as I am a reader (a little less than avid) of "My Day" I wonder most times just how much she understands of—"What it's all about." I can not imagine, even in the far future, an average man in Boston saying: "For God's sake, Maggie, shut up, I gotta give the next two minutes in thinking about a black man in Timbucktoo."

The need is for a return to the village unit as a necessary step in obtaining human scale. When Burnham and others designed the Chicago Plan there was little thought of other than the boulevards, the parks, the lake front, and the great civic center. The idea that boulevards were limiting barriers to islands of good living was something which the automobile was yet to bring to civic consciousness. City planning then was much more a matter of landscape than it was community planning.

The next great city plan—"The Regional Plan of New York"—began to think of the residential neighborhood without making it the basis of any plan proposal.

The recent London County Council Plan has developed a city plan predicated on the statement of fully integrated communities. One of the most interesting maps in the publication of this plan is the one which shows the endurance of the old village forms in the patterns of the great sprawl of London. It is perhaps more pronounced there than it would be in most American cities in that the parks about the great estates remain often to give an open character to the city pattern.

There has been slowly developing a theory of the integrated community, one of which work, housing, recreation, health, and culture, are immediate and not in too far distant and little realized stimuli of a great city, and at the same time also an appreciation of the psychological needs of the average man in his social relationships.

I have long believed that architecture is the one profession in which there is the possibility of a sufficiently broad background of understanding of human needs, and also the possibility of that disciplined imagination so necessary to the future development of the inherent qualities of our time.

The city needs a coordination of all the specialists; it needs men who can take the surveys, the researchers, the many conflicting facts, and redesign the city so that it may once again become a desirable place in which to live. The streets may be marvelous, the schools may be superb, the movies stupendous, the water supply wonderful, but unless there exists a planned order which attempts to make the form pleasant the cities will continue to decentralize, for men can not create either a culture under such conditions or maintain an efficient city.

* * *

In the past thirty years there have been many attempts to solve the idea of community life. During the last year, under the Shipping Board, several notable residential neighborhoods were designed and built. Since then there has been a steady enlargement of the ideas underlying community planning. In densely occupied cities the development has been from a single block to the super-block, from the housing of relatively few families to the shelter of thousands. With the enlargement of the neighborhood has come an appreciation that housing itself is not enough, that with a certain number of families the amenities of good living must be provided outside the building as well. For it is obvious that when a neighborhood houses 36,000 people as it does in Parkchester, and 25,000 people as proposed by Stuyvesant Town in New York, you are no longer talking about something small to be related to the city as a whole, but of something that is a large city in itself. The congestion of these populations bring into being the necessity for a reconsideration of the whole problem of community living. The planner's quarrel with these two developments has been that no social amentities of any kind were provided.

There are several things which each city must first program and then resolve. They are the underlying physical factors which go to make up community life. From the basis of their solution of cultural life should follow. Each time, moreover, the solution requires imaginative design.

1. The canalization and control of automotive traffic. This means the creation of arterial highways for fast-moving traffic at least a mile and a half to two miles apart. Highways with few entrances and exits. These widely separated arterial highways will create islands of relative quiet and safety. The island roads within should be short with many obstacles in the way of through traffic. Landscaped insulation areas should be generously provided to lower nuisance factors. The non-planning of automotive transportation meant in the last normal year, 1940, 50,000 people killed and over a million injured.

2. The development of a relationship of building and land equitable in opportunity either for living or for investment is absolutely necessary if the present blight is to be stopped and a stability of real estate values and taxes established. Non-planning means final bankruptcy.

3. The unnecessary amount of travel which is part of every day living in our great cities could be eliminated by redevelopment of integrated communities in which industry, business, and education are so situated that a large number of people (never all) would find relief from the crushing weight of congested transportation, and also an enlarged time for recreation. Both of these factors are not measurable but certainly affect efficiency. Schools are in need of a greater flexibility in design and position so as to permit waves of age groups to be accommodated without loss of use.

4. The present average dweller in large cities is lost within the mass of his fellows. He has less direct control over those who govern him as the city grows larger. He is inclined not to vote because of the impossibility of visualizing issues and men. His social contacts are also apt to be greatly reduced. The Local P.T.A., if he is interested in the schooling of his children doesn't carry his interest much beyond the elementary grades. There is then a positive need for citizen centers. These might be small editions of the Russian Cultural Park, around which all the functions of urban living could pivot—education, recreation, political area, and so forth.

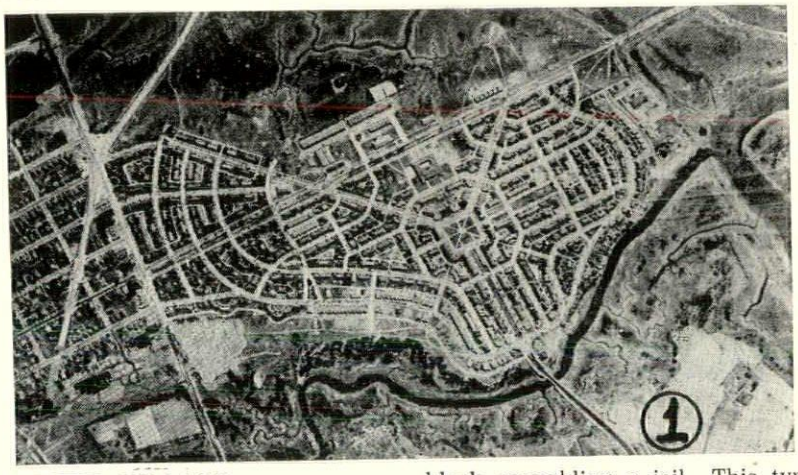
5. If the population is to become, as now generally agreed, much more adult, then urban redevelopment must consider larger park areas within the central communities to offer opportunity of adult recreation. We will have a great number of men and women who have led active physical lives in the war, and if the post war period after this war resembles in any way that after the last it will be reflected in more golf courses, more tennis and badminton courts as well as other racquet games. Past decentralization has in part been induced by the desire for the space on which to play games. Non-planning here means a further loss of population. It must be obvious that all these can not be obtained in reasonable balance without coordinated design.

* * *

There have been many attempts at physical solutions to the neighborhood and more lately to the fully integrated community. The London County and the Toronto Plans show clearly for the first time a breakdown of the city itself into smaller and more comprehensive units. The decentralizing forces which have heretofore operated in a search for the better living now found in the suburbs of our great cities have been thoughtfully met by, first, the understanding of the underlying causes and, again, by an attempt to plan the city for human usages. The London County Plan, as well as that more recently for Toronto, have brought into the city the considerations which led to the development of Ebenezer Howard's idea of the satellite city, and each one attempts to balance the qualities making the tug-of-war between the pull of the city and country. The very factors which heretofore have helped to decentralize are used intelligently for the betterment of urban life as well as its enlargement.

To this consideration must be added that the purpose of the community is to offer the individual a focus for good living and a place in which he may find himself a responsible member. The problem to be solved in a democratic life is the achievement of a just balance between rights and responsibilities, and here the physical form of the community itself should be considered as having an influence.

The following are brief criticisms of a few of the many attempts to integrate urban life:

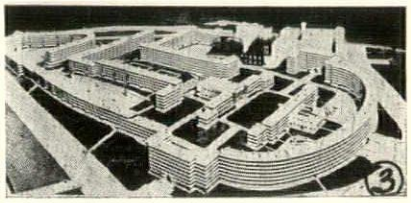


1. YORKSHIP VILLAGE

One of the more successful town plans of World War No. I. The road pattern with its diagonals and its long flowing curves is one of those which, under present conditions, invite irresponsible speed; short cuts are continually offerred through residential areas; there are a multitude of intersections; the school is placed so that most children must cross one and a large number of children must cross two main highways. While admitting the apparent sense of design, a statement of Sir Raymond Unwin's applies to this as well as others: "We should avoid frittering away our ground and wiggling our lines, which can only result in the destruction of simplicity and the repose of the effect without adding anything whatever to the variety."

2. WELWYN

Sir Raymond's statement applies to Welwyn, the second satellite city. Here on ground mostly level the English village romanticisms were carried on lines wiggled for the sake of a picturesqueness which could have been achieved on more simple lines. The community is designed to offer all the amenities and needs of life, work, living, recreation, education. Its faults are similar to those of Yorkship Village; here because the automobile was even more a stranger they tend to be exaggerated. It is a pleasant city in sharp contrast to most of the ugly towns the world over.

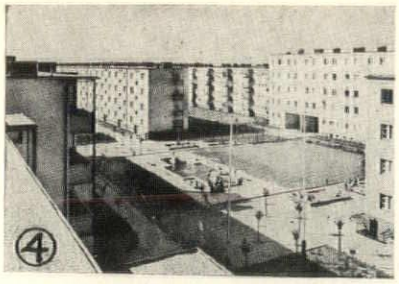


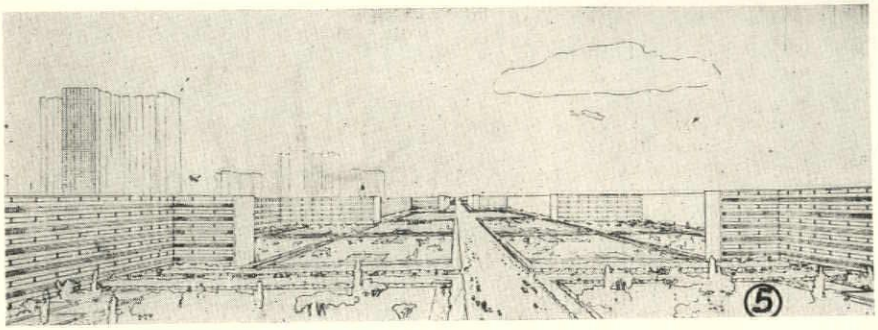
3. LEEDS

Welwyn is indeed in contrast however to this example of public housing at Leeds in England. This would seem to be architecture slightly gone mad. A walled-in area for introverts, a super-block resembling a jail. This type of planning meets all the ideas of low coverage, a low relative density, more comforts, and withal fails in not being humane.

4. WEISSENSEE

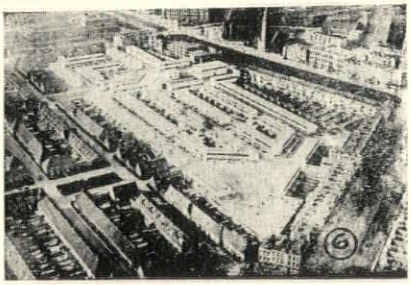
Much of this planning stems from Europe and this Seidlung in Berlin carries the institution quality to the ultimate. All that can be said of it, acknowledging its slight betterments, is that men and the city for which it was planned were more interested in materials and surface effects than they were in human psychology. Limited horizons in a modern world.





5. CORBUSIER

"A city designed for a civilization of the machine." A cellular life with everything measured and no variety. Engineering rationalism leaving out the spice of life, i.e., individualism. Here again, as at Leeds, are all the good ideas of open space, sunlight, areas of recreation, but they lead up to something quite inhuman.

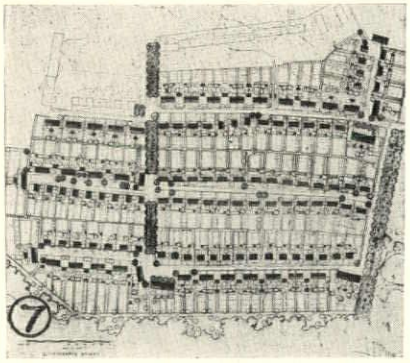


6. ROTTERDAM

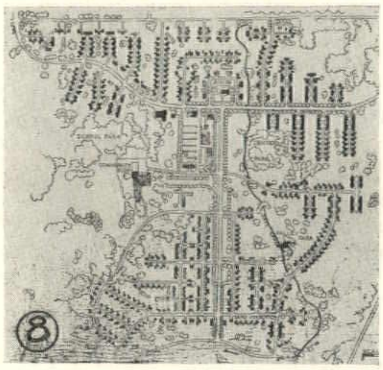
Nor is it a question of overpowering magnitude. Monotony can be achieved at small scale whether the dress is old or new. A careful study of Oud's housing development shows an example of modern site planning which is extremely unimaginative. One sees it on the draughting board a glittering pattern of black and white but also thoroughly monotonous in the third dimension, for with all its cleverness it is completely reminiscent of hundreds of Victorian cities, and also its nearby neighbors. When the white concrete cracks the slum will readily enter in.

7. BAVARIA

A similar sized neighborhood, thoroughly modern in its appreciation of human desires and, influenced by Camille Sitte, it has an understanding of true appreciation of aesthetics. Note the interrupted road design, the simple lot pattern, the pleasant vistas and



changing relationships of building and relatively straight roads. Here variety is obtained without wiggling, and at a reasonable cost for utilities. Fundamentally the plan is sound for people of 80 to 90% of all income levels, and who are responsible, for the maintenance of their own grounds.



8. GREENDALE

In contrast is the plan of Greendale, where the ground chosen has probably forced a scattered layout. The cul-de-sacs are lazily thought out, each one competing with another in the dry character of design. There is a confusion of principle—alternating cul-de-sacs with residences on "stream line" roads. The community center has a definite focus on the plan. A great deal of American site planning is on the use of a repeat principle, and this has influenced zoning laws so that uniformity has become imbedded in law.

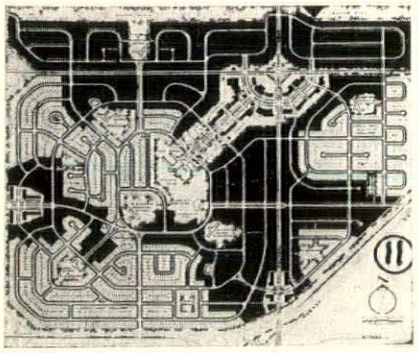
9. RADBURN

A town for the motor age. A definite attempt to get the "quiet island" canalizing the arterial roads, and with crossovers for people on foot or on bicycle. One finds again a certain amount of wiggling romantically arranged on level ground and an attendant loss of simplicity. One of the great troubles with the cul-de-sac is the great number of intersections on the main roads.

10. REGIONAL PLAN

A neighborhood unit by the Regional Plan of New York. This development is of great interest. The surrounding streets become an interesting weaving of building and landscape. The sense of rigidly walled streets no longer exists. Compare this pattern with Leeds and Corbusier to appreciate the qualities of relative scale. Note the large play areas for adults as well as for children. The recognition of the need for these amenities will go a long way

in determining the end of decentralization.



11. CHICAGO

It is very difficult to analyze the quality of thought which went into this plan. The road pattern with its varied intersections, many of them conducive to turning on two wheels; the long opportunities for speed. The general loss of simplicity in favor of a Beaux Arts civic center is of questionable value. There seems to be a general idea that a relief from monotony can only be obtained by complicated site planning. While the gridiron is something to be avoided, a rectilinear road pattern, however, has many qualities in favor of its use. Imagination is not necessarily shown in the type of development proposed at Chicago, for it is strangely like Yorkship Village.

12. BLOOMSBURY, LONDON

The great problem facing most American cities is how to create patterns which do not encourage speed or a misuse of the community as it now exists. These older cities, mostly plotted by engineers, are gridirons formed by many intersecting streets of interminable length. The solution lies not in throwing away the heavy investment in road surface or in underground utilities, but in so replanning that the redevelopment may obtain the amenities of open space, pleasant relationships, focal points for community interest, etc. The Bloomsbury area shows how a gridiron plan might be modified. Surrounded by arterial highways the part devoted to the University of London could be an area set aside as a cultural park for education and recreation, the present squares with others added to break up the long roads interrupting the flow of traffic through a "quiet island." The quality which now exists about Russell and Bedford Squares. There is no reason why a city should not have an architectural quality and still be filled with one interesting vista after another. To many American cities an imaginative redesign of the gridiron is going to mean funds to create other amenities.

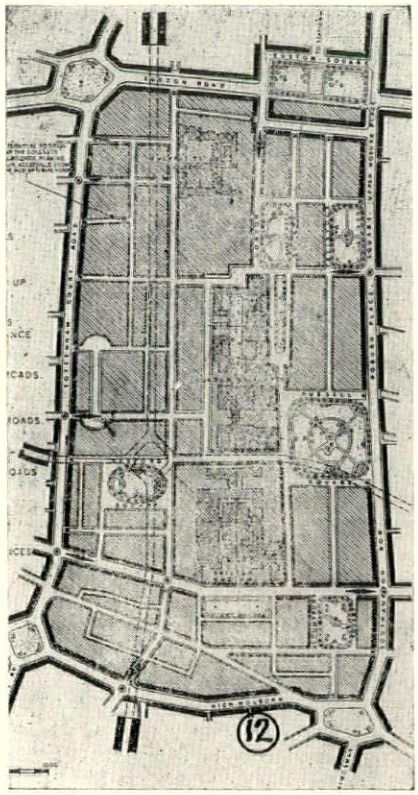
13. BERMONDSEY

The problem of much of London is not the gridiron but the narrow street patterns of the medieval towns and villages now incorporated in the city. The Bermondsey Plan has eliminated many of these streets but they still influence the final design. But here is the satellite city come within and as a part of the city at large, planned to contain industry, business, residential areas, schools, hospitals, libraries. It is thought to be complete and will give its inhabitants the sense of a definite community life. The architectural lines along many of the streets, which are rectilinear in character, are worthy of study. So, too, are the relationships of open spaces.

Here are indicated the forms for the modern city. No walled towns within the city but a quality of reciprocation in the balance of open space and building.

To talk of city design without giving the city control of the land and its uses is to but dream of the unattainable. In talking of the large redevelopment necessary to the cure of past obsolescences, this control might be with the city as a partner to large lending institutions, or with the redevelopment company as public utility.

"It is clear, however, that the people who want freedom to use their property in an uncontrolled manner are vastly outnumbered by those who welcome protection against deleterious or anti-social use by others." (Harold Buttenheim)



SOME OF THE COSTS OF CITY BLIGHT

An interesting estimate of the social and financial cost of urban blighted districts in contrast to the amounts they contribute in taxation is contained in a recent statement made by W. E. Reynolds, Commissioner of Public Buildings, before the Buildings and Grounds Committee of the House of Representatives.

Mr. Reynolds stated that in an average large city, slums and badly blighted districts of metropolitan areas account for: residential area, 20 per cent; population, 33 per cent; major crimes, 45 per cent; arrests, 50 per cent; tuberculosis victims, 60 per cent; disease, 50 per cent; fires, 35 per cent; city service costs, 45 per cent; real estate tax revenues, 6 per cent. These percentages, cited in the Urban Reference of Princeton University, are said to be adjusted for various cities throughout the country.

ALFRED SHAW has been elected President of the Chicago Chapter, A.I.A.; Paul Gerhardt, Jr., 1st V. P.; George W. Carr, 2nd V. P.; Samuel A. Marx, Treasurer, and Norman J. Schlossman, Secretary. New members of the Executive Committee are: John Howard Raftery, John S. Cromelin.

* * *

WALTER R. MacCORNACK was a principal speaker at the Building Officials Conference in Boston, June 12-15. About 100 attended, including building department officials, architects, engineers, producers and government officials. Walter S. Lee, president of the Conference, said that the widely-predicted building boom might start before the end of hostilities, since industry is rapidly catching up with military needs and when sufficient reserves of war materials are ready enough priorities and restrictions might be removed to permit civilian building to be resumed. Theodore Irving Coe, technical secretary of The A.I.A., asserted that no other single field could provide immediate emploment for as many returning service men as could the construction industry.

HOLDEN HEADS NEW YORK CHAPTER, A.I.A.

Arthur C. Holden, of the architectural firm of Holden, McLaughlin & Associates, was elected president of the New York Chapter of The American Institute of Architects at its annual meeting on June 8.

Mr. Holden, formerly vice-president of the New York Building Congress and chairman of its land utilization committee, is the author of several books related to architecture, including Primer of Housing, Money in Motion, and The Social Function of Banking. He also wrote Brick Architecture of the Colonial Period in Maryland and Virginia, in collaboration with Lewis A. Coffin Jr. He has been interested in prefabrication. His firm acts as architectural consultant for American Houses, Inc.

Mr. Holden

Other officers elected are Robert S. Hutchins, vice-president; Otto Langman, secretary; Walter H. Kilham Jr., recorder, and Frederick G. Frost Jr., treasurer. Perry Coke Smith and I. L. Scott were named to the executive committee.

The prefabricated house is likely to be a big factor in post war building, Mr. Holden believes. "If one prefers a traditional house, or a patio, or a house of modern functional design—as a recent survey by Small Homes Guide indicated—then prefabrication can provide it."

Prefabricators thus were dismayed, he said, when Prime Minister Churchill recently rose to the microphone for a discussion on British housing problems, and classed prefabricated houses as emergency buildings.

On the walls of Holden's office are pictures of various houses, some of them prefabricated, all having the same sturdy, permanent air.

All that prefabrication means, he says, is the manufacture in the factory of as much of the house as possible—windows, doors, wall and floor panels, and the like.

Prefabrication does not have to present the facade of a barracks. If you want stone veneer, or brick, or clapboard siding, you can have it.

"The confusion of prefabrication with something that is temporary," he says, "is in all probability due to the circumstance that several years ago light, portable houses were furnished in sectional parts.

One thing that the architect can do with prefabrication is to take the same basic unit plan and erect whole groups of houses, entirely different in appearance.

This he does by changing location and types of porches, windows, gables and the like, or he may shift the front to the end of the house—possibilities are endless.

All the gadgets of the coming wonderful new era may be provided, but Holden cautions that gadgets cost money.

You want a fireplace? Very well, you can have one for from $180 to $500.

Bigger and more windows, you say? Nice for lighting, but bigger windows will mean bigger heating bills.

The desire for more closet space, Holden believes, fits in well with development of prefabrication, since it calls for a systematized plan that provides more space for the same money.

DETROIT'S ARCHITECTS OFFER AN EXAMPLE TO ST. LOUIS

(An editorial in The St. Louis Star-Times, June 2, 1944.)

The unusual civic service being performed by the architects of Detroit in planning the future of their city was described the other evening before the St. Louis chapter of the American Institute of Architects, and it is to be ardently hoped that the description will prove to be the spark of inspiration for a more or less similar effort here.

J. Davidson Stephens, former St. Louis architect, told how he prepared an over-all plan for the Detroit area and its needs 50 years from now. This was based on a careful study of the resources and transportation facilities of the area, its population trend and other vital factors. In a sense, his plan is more of a data chart than a blue-print. It does not make rigid provisions for streets, housing developments, schools, etc., which might be antiquated by the time construction can start on some of them. Instead, it strategically plots the broad outlines of community needs in such a way that individual improvements may be undertaken at any time with the assurance that they will fit into a harmonious rehabilitation of the city.

The theory here, of course, is the sound one that any builder, private or public, should be assured that his investment will not be undermined by blight. Stephens accepts the basic fact that the neighborhood ought to be the units of reconstruction, and he works on the principle that it does not make sense to develop a pleasant community only to have it turn into a slum in the space of a few decades. Cities can't afford that waste.

In line with this, his general map has been subdivided into sections, based largely on existing neighborhoods, and individual architects and architectural firms have assumed the responsibility for the preparation of rehabilitation or development programs for each of these. They keep their work in harmony with the general objective by frequent meetings for the exchange of ideas.

Detroit may well be proud of the civic enterprise of the men who have undertaken this important work as an obligation to their community. It is a question whether the same system could be applied to St. Louis. Indeed, Stephens prepared a plan for the redevelopment of the Louisville area which was worked out without this broad and arduous participation by local architects.

Whatever the method, his work again emphasizes the need for a flexible master plan in rehabilitation of any city. Individual projects—be they street-widenings, housing developments or the creation of new parks and boulevards—are not effective weapons in the war against blight unless they fit into a purposeful pattern. Over-all thinking is necessary if living in the city is to be made as attractive as it is in the country. And unless this is done, there can be little hope for checking the outward movement of population and all the problems that go with it.

Through its president, W. L. Symington, the Metropolitan Planning Association has just announced the employment of W. Philip Shatts, a man of wide experience in the field, so that he may give his full time to spreading the idea of planning and rehabilitation in the St. Louis area. This agency, created by the late Mayor Becker, can be of the greatest service in promoting co-operation and solid progress toward a greater and better St. Louis.

That job, we hope, will consist of more than helping to locate airports and co-operating in the development of the river-front. In approaching immediate needs, the association, we trust, will recognize them as elements of a much larger undertaking. It could be highly helpful in promoting the sort of planning which alone can clarify the over-all objective and thus permit sensible execution of details.

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THE ARCHITECT'S RESOURCEFULNESS

When the war indicated that building might slump, the firm of Todd Tibbals & Associates, architects, of Columbus, Ohio, began to cast about for a side line and turned up with a contract for making boxes for the army. They converted an abandoned lumber yard into a box factory, employing 200 men, cutting up and nailing together more lumber in a month than they formerly planned for in a year.

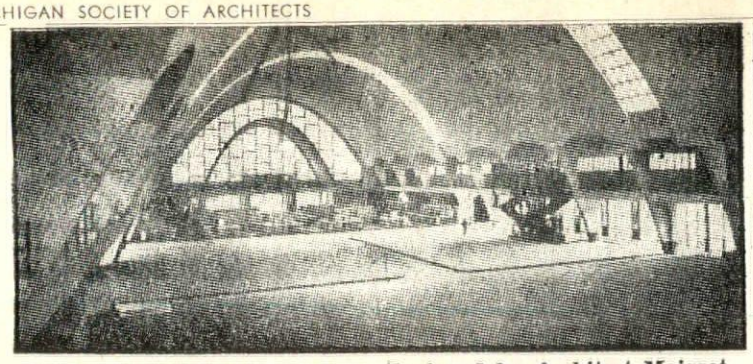
The firm is composed of Todd Tibbals, Wilmer (Joe) Nieb and Noverro Musson. They are all of an age and all started as freshmen to study architecture at Ohio State University in the fall of 1928. Being good friends, they indulged in endless arguments about their design problems. Tibbals and Musson graduated in 1932. Nieb took time out to see the world in a depression, then finished in 1936.

After working separately for various architects, Tibbals and Nieb became associated in their own office in 1937. Musson joined them in 1940, after an assorted experience, in and out of architecture, which included, as a peak, two years (35-37) with Frank Lloyd Wright at Taliesin. Naturally, his ideas are colored by "The Master's." He says, "I didn't know a thing about architecture until I'd been at Taliesin."

The firm has by no means given up architecture, however, using the "side line" as a means of practicing architecture without the "off again, on again" method often forced upon a firm. Some of their recent architectural commissions include "a couple of factories and three government housing projects, in addition to a lot of residential work."

Another side line, as further indication of the initiative and versatility of the three young architects in this firm, is a weekly column in the Sunday edition of the Columbus Citizen. The column of May 21 is reproduced herewith. This feature was started more than three years ago, as an office project, and has proved most satisfactory to the firm and to the newspaper. The latter is an indication that the public is interested in good material on architecture, and it is the sort of public education the profession needs—even with the paper shortage, the newspaper would not consider giving up this feature, or even reducing it.

Says Todd Tibbals, "We receive comments, no end, both pro and con from architects and laymen on the buildings we have discussed and ideas we have put forth. Articles have included work of Albert Kahn, Alden B. Dow, Eliel Saarinen and other Michigan architects.



Market Hall at Rheims, France, Designed by Architect Maigrot.

Newly Developed Materials Stimulate Architecture

By TODD TIBBALS
Local Architect

New materials, it is often said, will stimulate a new architecture. And it is undeniable that current developments in plastics, laminated wood, and the new light metals are having a profound effect on our sense of form. But it is not to be felt that the development of a new material automatically inspires designers with the necessary vision of how to use it.

Mr. Tibbals

As the automobile has been a long time outgrowing its horse-carriage origin—the process not yet being complete—so new materials as a rule are pressed into old forms until a creative imagination sees their new possibilities.

Steel Skeletons

Steel skeleton skyscraper construction, for example, was dressed up in heavy stone Gothic and Renaissance clothes until it was realized that soaring steel towers were more logically and suitably clothed in light weight materials hung like curtains on the web of steel, clothes that while resting on the steel frame did not appear to be doing the work themselves.

New architecture is far more likely to grow out of a new vision, or inspiration, out of a new idea than out of the mere fact that a new raw material is available. Take for instance the great Gothic cathedrals; there is not a single structural element used in a Gothic cathedral that was not available to the builders of ancient Rome. Let the unfoldment of the idea that a church could be a soaring prayer in stone created a whole new way of building out of materials already at hand.

Reinforced Concrete

Reinforced concrete is one of the materials that has been available for many years but is only gradually coming into its own as something distinct from brick and stone masonry. Builders have used reinforced concrete with such limited vision that in Tennessee you will remember there is an "'exact" replica of the Parthenon laboriously molded out of concrete.

The photograph above shows the kind of thing reinforced concrete can do when really put to work. This beautiful, excellently lighted interior is the Market Hall at Rheims, France, home of another famous building. Maigrot was the architect. The roof shell is not over four inches thick at any point and comes down onto the smallest possible points of support. I can't help feeling that the builders of the Rheims cathedral would approve of this latter-day effort.

"Our taste is strictly for the modern," says Tibbals. "Occasionally we do publish a traditional design, but only to illustrate some particular point. We try to do a little more than just reporting on buildings, so we use the pictures as visual evidence of the ideas we preach—and I'm afraid that at times we do preach.

"My own tendencies are on the romantic side, but modern. I guess I just haven't recovered from the summer I spent bicycling through rural France in 1931.

"Joe Nieb's father was a country carpenter and Joe served his apprenticeship with him during summers. You can tell it in the soundness and simplicity of everything he touches.

"We have a couple of drawing boards set up on the second floor of the factory office and there beguile our spare time with post war projects, of which we have several to work on.

"Musson writes the articles now, since he stuck his neck out once too often, with criticisms of manuscripts the rest of us have slaved over. So you can blame him for bad grammar and fuzzy ideas, but blame the headlines and typographical errors on the newspaper."

ARCHITECTS may be dreamers but even dreamers have to eat. So reasoned Messrs. Neilson and Davenport and forthwith opened a restaurant in the Architect's Building at 101 Park Avenue, New York, The Baronet by name. The main entrance is on 41st Street but there's a rear entrance from the north wing of 101. Very handy for the boys in that building.

Red leather upholstery, bleached oak chairs and a good-sized bar lend a masculine air to The Baronet. Gus, who is so small you can scarcely see him when he's tending bar, claims to be the smallest bartender in the world.

Besides table d'hote there are some pretty special sandwiches on the menu. The "Secretary's Special" is a three-decker with sliced tomatoes; the "Architect's" sliced breast of chicken on lettuce with pickles and dressing; the "Executive's," veal steak on toast with pickled peach. Don't know if these sandwiches are the result of a poll or just observation, but they must indicate *something.*

LOUIS H. GOETTELMAN was reelected president of the West Jersey Society of Architects at its recent annual meeting.

Also reelected were Howard E. Hall, vice-president; Arthur B. Gill, secretary, and F. Herbert Radey, treasurer.

* * *

LAUREN V. POHLMAN was reelected president of the Union County Society of Architects at its annual meeting on June 13, at Elizabeth, N.J. Eugene MacMurray was reelected vice-president; Samuel Pelton, secretary, and Voorhees Lewis, treasurer.

* * *

KARL KEMM LOVEN, A.I.A., was elected president of the Architects League of Northern New Jersey at its recent monthly meeting held in Hackensack. He is well known for the many homes and public buildings that he has designed, and known for the Christmas display he usually has at his home each year.

ADOLPH GOLDBERG has just been elected president of Brooklyn Chapter, A.I.A., also Henry V. Murphy, vice-president; Harry L. Yakel, secretary; Calvin L. Bedell, treasurer. At this meeting Lorimer Ritch, chapter member and city planner, who has made a study of traffic problems in down town Brooklyn, gave a comprehensive talk on this subject, illustrated by charts that he has prepared.

Alfred A. Lama, Brooklyn Chapter member, is a member of the New York State Legislature.

* * *

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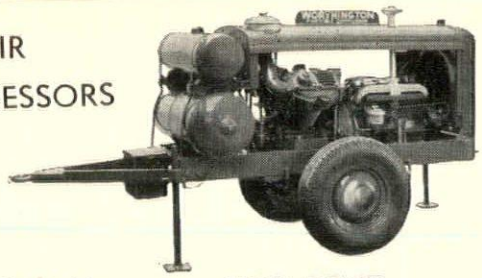

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